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NEW HILUX: THE WORLD'S WORST-KEPT SECRET

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# WELCOME



I'm not usually one to weigh in on the state of our nation, but the government's proposal to reduce the urban speed limit and their "new dispensation" for e-tolls

have turned the stupid up to eleven thousand, making it impossible to keep quiet any longer.

Let's start. By far the worst suggestion is the proposed reduction of the urban speed limit, from 60kph to 40kph. How is this going to be enforced? And what is the endgame here – road safety, or the usual revenue generation? Have they considered what this will do to commuter travel times, which will indirectly affect an already-stumbling economy? Or that a car travelling at 40kph is less fuel-efficient than one doing 60kph? But most importantly, that the suicide rate will increase tenfold, as people purposely drive into the oncoming lane to end the torture of driving more slowly than a worm crawls?

Speed isn't the enemy. Not convinced? Take Germany, for example – a first-world country. On some of their autobahns you can safely and legally drive at 250kph. So why in the name of God does third-world South Africa still waste time trying to fine people safely doing 140kph when they're only allowed to do 120?

Then, a word of thanks to the government from all PC hardware resellers,

paper companies and printing shops. All citizens of Gauteng will shortly cease to renew their vehicle licences, because these will be withheld from non-paying e-toll payers – which is effectively the entire population of Gauteng. But never fear; being the ever-inventive and lawless nation that we are, all licence disks will soon be forged.

Time for an affirmative reaction. If the 40kph limit becomes law, the public must find appropriately ingenious (and preferably more aggressive than just a catchy hashtag) methods of saying "enough". A R500 obstruction-of-justice fine is a slap on the wrist compared to the thousands you'll rack up every time you go just fast enough to overtake that Spandexed lady out-power-walking your M3 because you'll be thrown in jail if you go past second gear.

South Africa has a painful history of oppression, ultimately conquered by brave and unrelenting rebellion. We are a broken nation; but collective protest can once again unite South Africans of all races and classes against the latest Department of Transport idiocy.

So perhaps the bolts holding your number plates should become mysteriously undone. Do it for yourself, and be free. Most importantly, do it for your country. Amandla!

*Braam*

BRAAM PEENS EDITOR



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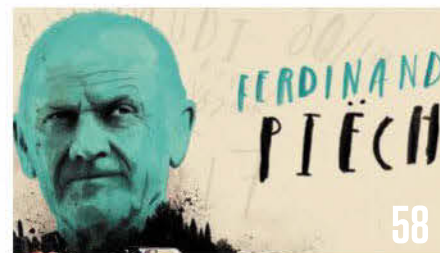
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## FROM TOPGEAR.COM



**Smaller engines with more power, and softer styling – South Africa's favourite vehicle evolves into its eighth incarnation. Do you like it?**

Toyota is in need of a new design team. New Hilux a bit soft and average-looking.

**Travis Maddocks**

I wonder what the "real men drive 3-litre bakkies" crowd will say about the 2.8.

**Coert Welman**

With new Ranger due soon, South Africa's battle for best bakkie is set to get really serious.

**Mthuthuzeli Mpiti**



**Can a 2.2-litre reduction in capacity be offset by two turbos? We certainly think so. Well played, AMG.**

This is actually the cheapest "0-100kph in 4sec" car you can buy in South Africa right now. #Winning.

**Derick Lubbe**

Has become way too tamed. AMG must return the M156 engine to us, finish and klaar.

**Keletso Moeng**

This 63 might be 0.1 quicker than the M3, but what about the rumoured M4 GTS? That should be a lot quicker around a circuit, and possibly a sub-4sec 0-100 car.

**Grant Godfrey**

**Audi's SUV now a lot more subtle. Like a German XC90, kind of. V12 TDi option not being revived. Pity.**

From this angle it looks like a station wagon, not a German luxury SUV.

**Sefetsa Ngatana**

Less vulgar? The last one just looked nice. This one looks like they designed it in the 1980s, somewhere in the Far East.

**Kaloyan Erusalimov**

Not good enough. Where are those signature Audi-SUV smooth edges? Like we see on Q?

**Luyanda Pakade**



## TWEETS & STUFF

### #THANKSBOSS

Meet Jaco, Land Rover South Africa's best mechanic. Instead of new overalls, they paid him a R270 000 bonus this year. Proper.



### FATHER OF LEFT-FOOT

#### BRAKING PASSES

Sitting on the side of the road. Useless plinth-type helmet on knee. Beer in hand. Erik Carlsson will be missed.



### JOINT-VENTURE PLATFORMS:

#### EMBARRASSING

Toyota Gazoo racing's Proace PRO 40 camper is actually a Peugeot. It was at Le Mans, too – where Peugeot's won. And Toyota hasn't.







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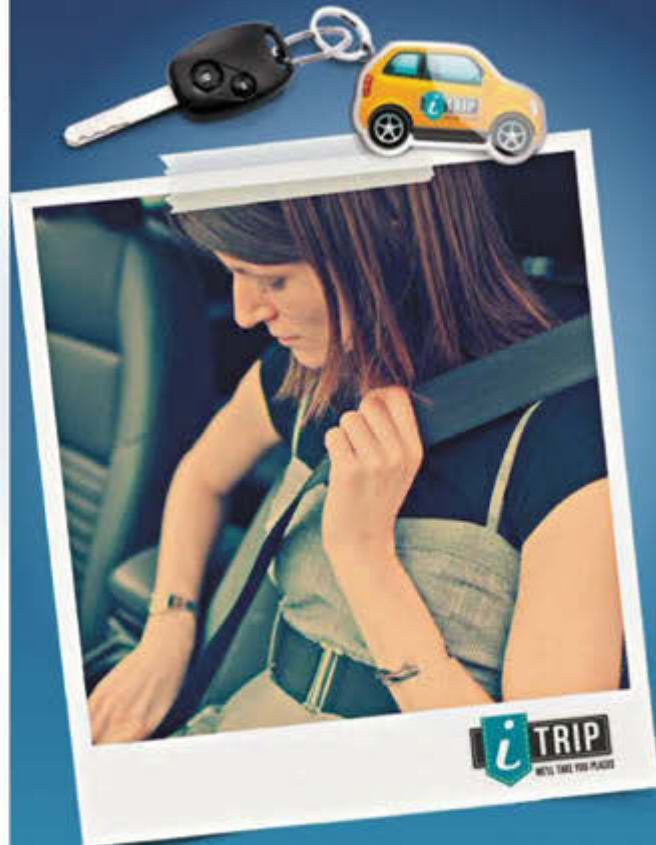
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# NEWS

EVERYTHING YOU NEED TO KNOW ABOUT NEW CARS THIS MONTH



**BIG THIS MONTH**

## Citroën Aircross Concept

Thought the Cactus was strange? You ain't seen nothing yet **TURN OVER**

# Red, Cross

Citroën's hybrid Aircross concept hints at a crossover for 2020. The Cactus just got spikier **BY PAUL HORRELL**



If you spot a bit of C4 Cactus in this Citroën Aircross concept, then the designers have done their job. The Cactus has become the fuel for Citroën's creative engines, the embodiment of the characteristics they will pour into every new car they launch from now on.

"The Aircross shows what we can do with the spirit of Cactus. That's the future of Citroën," boss Linda Jackson tells *TopGear*. "We have to be different. For Europe, all our cars will fit this strategy. It's an SUV because that's such a big segment now." She lists the new Citroën keywords: it expresses optimism through its design, humanity through its comfort, and smartness through its passenger-focused tech.

But it doesn't look exactly like a big

Cactus. Design chief Alexandre Malval explains. "We were worried about repeating ourselves. Each car has to have its own identity. Look at Citroën's history – the 2CV or DS. They all looked different but were innovative and comfortable. We want to keep our freedom."

So you can find things from the Cactus – and the C4 Picasso, come to that – but re-expressed. The floating roof is there, but with different graphics. The LEDs are still above the headlamps but the nose is more detailed because it's a bigger and, by implication, more expensive car. Airbumps have been reimagined, appearing as aluminium honeycomb sill protection.

Inside, the door armrests and pulls use luggage motifs, the seats still owe more to furniture design than the



Lights announce they use 'full LED technology'. Ooh

world of cars, but the bench look has given way to deep arms. The wrap-around headrests have embedded speakers so everyone can have their own entertainment. The dash is horizontal and spare, the screens mounted above it as per the Cactus, but they've a neat new trick: the second screen can slide across to face the passenger.

Its overall form is all about boxiness. Well, a boxiness that's been softened. Like it's been pounded by ocean waves, part-way from block to pebble. "We wanted it to have volume," says Malval. "That gives lots of interior space. Others do coupé SUVs, but we wanted to be honest. It's got a vertical, weighty rear end."

The boxiness is broken up by some strong metallic shapes. The one around the rear-door window is proud



## FROM CONCEPT TO CACTUS

Citroën has form bringing apparently outlandish concepts to production, 2013's C4 Cactus concept (left) reaching the road all but unchanged. Don't bet against the Aircross doing the very same



Wraparound headrests = happy media bubble

Cabin looks more like designer furniture showroom

**"A quarter of Citroën's sales are in China; the company is well known there"**

of the glass, and funnels air around the tail. Behind the front wheel, another fairing also has a drag-reducing job, controlling air that has passed over the wheels.

The concept was shown at Shanghai. Makes sense. A quarter of Citroën's sales are in China, and they're well known there, having started building in 1996. And China is an SUV-hungry place. They also like big cars there, and the Aircross is about as big as Citroën currently plays. Plug-in hybrids and petrol engines are important in China too, so the Aircross obliges. The rear wheels have a 70kW electric motor; the fronts a 162kW, 1.6 turbo petrol. Between is a battery pack with a 30-odd kilometre range.

Malval calls this a "true concept", to distinguish it from the "teaser

concept" they showed of the Cactus just months before the production car's launch. He refuses to be drawn on whether anything like this will be built at all, but we know Peugeot and Citroën and DS will move more into crossovers of different sizes, and we also know that while Citroën does well with the C5 saloon in China, it's a flop everywhere else.

Jackson agrees that big-car buyers are changing into crossovers all over the world, and by implication that a crossover is Citroën's only hope of selling a biggish vehicle in Europe, and maybe soon in China too. "My aim is to keep customers and find out what they'll move into." In all likelihood, we're looking at it. Expect to finally see the fully baked version in 2020.



Second screen can slide across to face front passenger



## GLOBAL MODELLING STRATEGY

WHAT'S THE FUTURE HOLD FOR CITROËN, THEN?

Citroën announces that it's to slash its model range. Then shows a concept car in a new part of the market. Apparent contradictions. What gives? Well, Citroën's (and Peugeot's) ranges are sprawling, yet don't tie together globally. There are cars that sell only in China or South America. Excluding vans and the Toyota-shared C1, Citroën sells 14 silhouettes around the world. It plans to cut that to seven, but sell them worldwide. Conformist dead wood will go – boss Jackson admits that probably includes the C4 hatch – to make way for interesting stuff in booming segments, which includes crossovers of more than one size.

# There's now a 340i BMW 3.

## A V8 it's not.

BMW counters Jaguar's XE with new engines and odd bootlid numbers

In a world inundated with Buzzfeed fallacy and erroneous Listverse Top 10s, you really cannot believe anything anymore.

Automotive nomenclature was always a safe haven of logic. Those chromed numbers on the right corner of the bootlid meant something *real*. Digits corresponded to what was driving up front.

Not any more. Not at all.

Since the second great coming of turbocharging befell us a decade ago, car companies have started lying to us. A lot. Upsettingly, most of this deceit has been from the Germans. BMW 328i? "Well, yes sir, that is in fact a two-litre four-cylinder." Imagine it could get no worse? Time to take the red pill, Neo.

BMW's enhanced F30 3-Series is quite simply a Matrix of deceitful nomenclature. They've sacrificed that rare instance of

authenticity, the entry-level 316i, which was an actual 1.6-litre four, for a 1.5-litre turbocharged triple, good for 100kW and 220Nm – badged '318i'. Think of it as Agent Smith. We know, it's unforgivable. BMW, in mitigation, claims the 318i is capable of 0-100kph in just under nine seconds (8.9, in fact). That makes it justifiable? Somehow? No, we're not convinced either.

Further tainting of the esteemed 3-Series nameplate heritage continues with a 330i revival, which is now a 2-litre four, with no trace of in-line six heritage. Meet Agent Brown. At least it powers up to 185kW and 350Nm, outputs BMW claims will net you a 5.8-sec 0-100kph time on a high-friction surface. And consumption averages in the sixes; that latter detail would be somewhat impossible to achieve in any naturally-aspirated 330i of yore.

Then there's an all-new nomenclature, never seen before: 340i. Could this perhaps be a V8 revival of the 40i-suffix which debuted BMW's first V8 passenger cars in the early 1990s? No. Not quite. Agent Jones is an evolved version of the 335i, its 3-litre in-line six boosting to 240kW and 450Nm (gains of 15kW and 50 torques), converting to a 0-100kph time of 5 secs flat, and average consumption of 7.7l/100km. This is Morpheus offering you cake, and the cutlery to eat it with, too.

Beyond the engines, the headlights are restyled and those bumpers moulded a touch differently. Crucially, damper rates are altered, and the suspension geometry has been stiffened, too.

German compact driving pleasure has never been more excellent. Or confusing. You can take your blue pill from BMW around spring.



Half blue,  
half black, all a  
very good idea



## THE KNOWLEDGE

THIS MONTH'S IMPORTANT NEWS,  
IN BITE-SIZED MORSELS



### 1 Brabus goes Green. Kind of.

Renowned for its 588kW E63s, AMG rival Brabus shmoozes the polar-bear brigade with this B50 S500 Hybrid: 368kW, 890Nm and 0-100kph in 4.9 sec. Consumption possibly worse than Merc's claimed 2.8l/100km. Full EV mode for silent urban drug deliveries.



### 2 This is a 1007kW electric 'megacar'

Faintly harrowing Toroidion 1MW hails from Finland, promises a MEGAWATT of battery-powered, 4WD propulsion. Chances of production? About as limited as its likely range between charges, we'd say



### 3 Bentley could build an SUV-convertible

Bentayga 4x4 could be followed by a BMW X6-style SUV-coupé, and even a convertible variant, Crewe boss Wolfgang Dürheimer tells TG. "People are looking for new ideas, eye-catchers," he says. Well, yes...



### 4 Rangey SVR Sport. Yours for R1.9m

Fastest Landy yet: 405kW super-charged V8, 0-100kph in 4.7 sec, and capable of pulling 1.3 lateral-g. Has low-range too, amazingly. Briefly held Nürburgring record lap for SUVs, until Porsche's Cayenne Turbo S intervened.



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# How China will shape your next car

As the Chinese market becomes the centre of the car universe, get ready for a whole bunch more SUVs



**"C**hina will probably be the biggest car market... forever."

So says Mercedes-Benz sales chief Ola Källenius, reflecting on a 2014 in which Chinese customers alone bought over 18 million cars. The UK bought 2.47m. With growth looking even stronger in 2015, this year or the next, China will surpass North America as the world's biggest car-buying country – and then stay there.

Consider this: no matter if and when China's supposedly superheated economy cools, the forecasting boffins can't see it ever being overtaken in terms of car sales. That makes China, in strictly numerical terms, the centre of the automotive world.

Such dominance matters to the rest of us, including the rest of us who reside in a sunny, if chaotic country on the southern tip of Africa. Though there's no question South Africa punches somewhat above its weight in the car world, what our relatively tiny nation desires to drive on the wrong side of the road will, as China rises, become ever less relevant, even to non-Chinese brands. So you want mid-engined sports things? Tough. China's not fussed.

China wants two things in particular: long-wheelbase saloons, and SUVs. Which is part of the reason why Bentley brought its upcoming Bentayga 4x4 to production ahead of, say, a smaller two-seater sports car, and why Merc has just unveiled this GLC Coupé concept in Shanghai.

It previews Merc's upcoming BMW X4 rival (a coupé-SUV spun off the C-Class platform) and sounds very much production-ready, a twin-turbo 3.0-litre V6 sending 270kW to all four wheels through a nine-speed auto 'box. Merc promises the production GLC Coupé – likely to land next year – will be "the sportiest

SUV there is". It'll face plenty of competition, not least from within: Mercedes alone will soon boast no fewer than seven SUVs in its line-up. BMW already makes five, with more to come.

Källenius is keen to stress that Merc's focus on SUVs isn't merely a sop to the People's Republic, noting that the rise of crossovers is a worldwide trend. True as that may be, you can be sure that were it not for China's voracious appetite, carmakers wouldn't be pursuing crossovers with quite as much fervour.

So are we condemned to a future of SUVs, stretched saloons and nothing else? Thankfully not. Even in this era of 'world cars', not every country will drive quite the same stuff. Ford doesn't send its swimming-pool-length F-Series trucks to Europe, but they do get its hot hatches. China may offer the biggest returns, but if there's money to be made elsewhere, carmakers will keep trying to find a way to make it.

And sports-car makers will keep making sports cars, because that's who they are. China's demand for Europe's more posh brands stems at least in part from the value it places on heritage and history. The 911 might not sell in the same numbers as the Cayenne, but it's vital to Porsche's identity. Porsche without the 911 isn't Porsche at all.

China's influence might have upsides too. The youthful demographic of its buyers means they're even more tech-savvy than the rest of us, and won't stand for last-gen infotainment in their new car. If that leads to the rest of us finally getting the Android/Apple standards of in-car tech we've been promised for so long, being an irrelevance on the wrong side of the world might not be so bad after all...



## SHANGHAI 2015: HERE COME THE CHINESE

CHINA'S BIGGEST AUTO SHOW PROVED THE REVOLUTION HAS BEGUN. SAM PHILIP REPORTS



The strangest thing about this year's Shanghai motor show, held at the end of April, was how... unstrange it all felt. A few years ago, Chinese shows were notorious for two things: flagrant copyright-breaching clones, and absurd, pod-like concepts with names like the SeaBong Friend Cloud and Great Windy.

But the bad photocopies and strange design studies have (sadly) mostly vanished. We went expecting oddballs, and got mainstream. The majority of Chinese manufacturers – the BYDs, the Dongfengs, the Lifans, the Fotons – are now churning out entirely inoffensive, generic, cheap cars, all of them managing the neat trick of resembling almost every one of their competitors, yet remaining utterly forgettable.



You know what this means: the Chinese are coming. And that it won't be long before more of these bland offerings find their way to Euro and US motor shows, and from there into the psyche of mainstream motoring.

Thing is, they won't be laughably rubbish. Just as Kia and Hyundai (and before them the Japanese makers) moved at pace from joke punchlines, through purveyors of faceless white goods, into credible rivals to the world's mainstream manufacturers, so China's domestic brands will do the same, and quicker than we expect. We're talking a few years, rather than decades, before the Chinese try to out-Kia Kia in the cheap-car wars.

Shanghai proved that Chinese manufacturers are no longer a comedy side-note, but preparing to take over the world...





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# More power, more gears... more grille

Despite appearances to the contrary, the new Hilux has the makings of a legend



**S**outh Africa's most popular bakkie since before most of you were born – the vehicle that effectively keeps our sputtering economy running – has evolved. The new Toyota Hilux could well be the most important Msanzi motoring news of 2015; though you'll only see one at a dealer in early 2016.

A decade in the making, the eighth-generation Hilux is an immense engineering evolution. But it has to be: last year, Ford's Ranger became the first bakkie to best the Hilux in 34 years, outselling it by 157 units in November.

Hilux traditionalists will abhor the styling, especially that Chinese-bakkie-lookalike faux-chrome grille; but those soft edges and larger, wraparound headlamps are the result of pedestrian crash-safety requirements – a reality that will influence future bakkies from all brands. The aesthetic might be less chunky, but it's actually a bigger bakkie: bumper-to-bumper there's now 90mm more Hilux, it's 20mm wider, and the wheelbase is 15mm longer. Parking convenience? Debited a bit.

Inside, the Hilux's cabin architecture features superior ergonomics, a three-spoke steering wheel, tablet-like touchscreen infotainment interface, and up to seven airbags, depending on specification. Occupant comfort benefits from 19mm of additional shoulder room and 35mm more knee clearance for second-row passengers – the latter detail is sure to reduce sibling rivalry in the back on those December-vacation dirt-road sojourns through Botswana or Mozambique.

Despite the questionable styling, engineering



**New (and legendary)**

**Hilux: yes, but does**

**it come in white?**



progression is rather noteworthy. Engines especially – the Hilux's flagship D-4D is now a 2.8-litre good for 130kW and 450Nm in six-speed auto configuration, with torque trimmed to 420Nm for the manual transmission. Which also has six speeds. Yes, six: Toyota's finally moved the Hilux auto from an archaic four-ratio into modernity.

If you only need 400Nm of torque, there's a 2.4 turbodiesel, which also rates at 110kW of power, in six-speed auto form. Prefer a manual in your 2.4? Well, you'll lose a gear, and torque reduces to 343Nm, which all you OCD types will notice is the exact same torque output produced by the current 3.0 D-4D. Keen on burning unleaded instead of oil? The 2.7-litre four-cylinder petrol powers up to 122kW; while true Kalahari Ferrari performance – and terrifying consumption – is on offer from a 207kW 4-litre V6. Across the range, a victim of these new transmissions is that stubby transfer case selector lever, replaced by a turn dial for high- and low-range 4x4.

Suspension bits? A thicker front stabiliser bar increases tracking security on broken terrain, while the rear leaf-springs are lengthened for better leverage-ratio properties. The result is a 'tow-whatever-you-want' hauling capacity of 3.5t (a tonne better); axle payload ability is improved as well, to a hefty 1240kg.

Although it looks a bit Shrek-with-bling, the new Hilux is a better bakkie in almost every possible way. We suspect demand will be such that Toyota will be unable to deliver sufficient volumes of white paint to its production facility.



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The Power to Surprise





# Astra's gone Atkins

Intelligent LEDs, new engines, and a lot less weight: Opel's hatch is finally on par

Using weight is always a good thing. Less international departure luggage weight means you actually retain some capacity to bring home those silly trinkets purchased in a foreign country.

It changes the way we perceive people, too. Positively. Khloe was (miserably) always known as 'the big Kardashian' before her remarkable weight loss last year. Now she's judged at an equal level of shallowness to her public-attention-addicted siblings.

New Astra, then. The seventh generation of Opel's mid-sized family car (and perennial runner-up to Golf's hatchback dominance) has lost weight. A lot. Up to 200kg on select models, with a median saving of 130kg across the range. That's two Kardashians' worth.

Less weight means better acceleration, and sharper, keyed-in handling. Opel's invested substantial resources in this new Astra, desperate to establish it as a credible rival to the Golf. Crucial to its lower mass and the promise of better handling are high-strength steels.

Unusually for a new model, the Astra is smaller than its predecessor: 50mm shorter, and 30mm lower. Clever packaging yields a 35mm rear-legroom gain, so it's easier to park and also less prone to incubating heated rear-seat sibling rivalry. Win, and win.

Cabin architecture is all-new, with a tablet infotainment interface atop the centre stack mercifully reducing the number of buttons, and white instrumentation illumination instead of the current car's awful orange. The helm's a three-piece item again, with an aluminium insert on the lower spoke and a more ergonomically-shaped rim.

The Astra will also debut a new 1.4-litre direct injection turbocharged four, good for 107kW and 250Nm. Opel's 1-litre triple (77kW) and a 1.6-litre turbodiesel have been

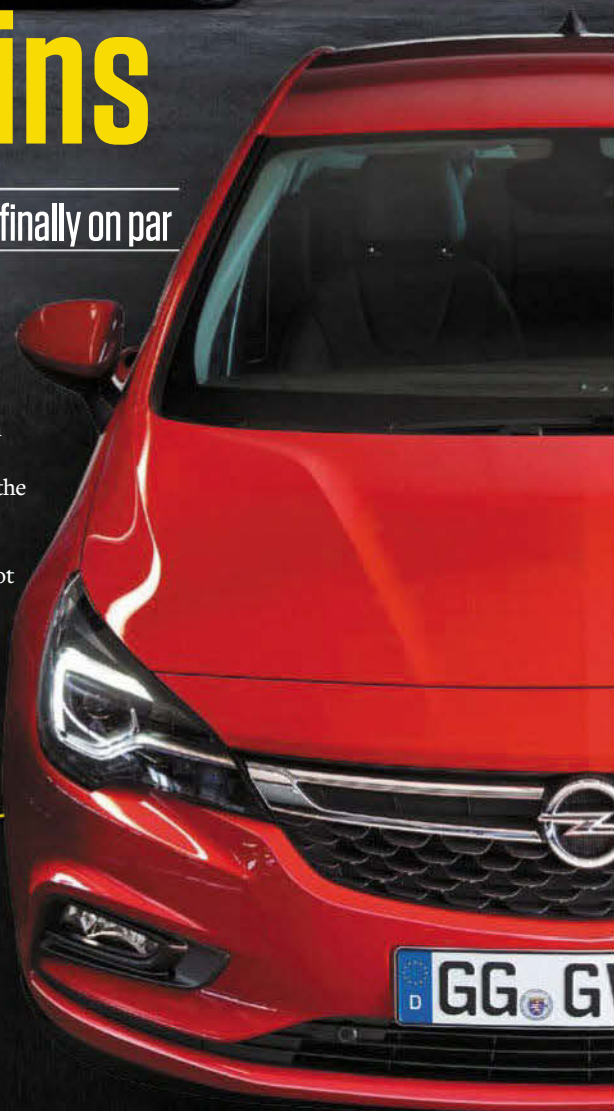
confirmed too. No details on any OPC activity, but expect the lower centre of gravity (courtesy of that 30mm trimmed roofline) and overall weight-shedding to be massively beneficial to any third-generation Astra OPC.

Styling influences can be traced back to the Opel Monza concept car of 2013, with very clever glare-mitigating LED headlights that automatically dim individual diodes so as not to blind oncoming vehicles. Clever bling. Very un-Kardashian.

Word is, the new Astra will be on sale in Mzansi by early 2016.



Lights, oncoming vehicles, action:  
with intelligent glare-mitigating LEDs,  
you Kanye go wrong.





# Saved: the home of SA racing

**Jukskei is back. Crothorne too. And now there's a Leopard just before you end your lap too.**

In October last year, after more than a decade of being held hostage by unscrupulous property developers, the home of South African circuit racing was rescued by Mr Porsche South Africa, Toby Venter.

True to his indomitable style, Toby's successful R205m bid was executed by (hands-free) mobile phone, while hosting motoring media on the South African leg of the Porsche Macan launch in the Cape, some 1423km away.

A circuit of great historical renown, Kyalami's original 1961 configuration was regarded as one of the three best by F1 and endurance drivers before the ill-fated late-1980s redesign. After that, nobody appeared to know what to do with it. Too short for hosting F1 anymore, the facility depreciated to a sad state of disrepair; the general consensus was that it would be redeveloped as housing or retail space.



Porsche SA's now spending R100m having Kyalami comprehensively resurfaced and lengthened by 283m, addressing the crucial shortcoming highlighted by Nigel Mansell at the last South African Grand Prix in 1992: the lack of a proper straight. This extended main straight will kink slightly before running into an altered second corner. The other significant reshaping will be a corner called Crocodiles, where the Bowl is now, running out of the Mineshaft. Poignantly, all corporate corners will revert to original Kyalami names, with the circuit's Zulu heritage reflected in its last corner, which will become Ingwe.

Kyalami's gradient and elevation – two features that make for legendary circuits – will remain, gaining width and quality kerbing throughout. Those awful corporate bomas are being removed too, to accommodate spectators at the best vantage points.

Porsche's aim is FIA 2 recertification, enabling Kyalami for all global formulae bar F1 cars. Considering the loss-making potential of the current GP contracts with F1 management, that's no great loss. If all goes well, Kyalami will return in purpose to its name – which means 'my home' – for SA racing on the first day of spring.

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## THE MECHANICS OF CHOICE

Is it possible to have too many options? PH thinks so

**A**udi makes about 50 models, but says it'll hit 60 by 2020. The definition of 'model' being a body style, not just a powertrain. (Unless it's an S or RS, in which case it does count, says Audi.) This expansion will bestow on us a Q1 and Q8, a coupé-ish version of the Q5, a Q3-sized cross-over with sort-of-TT styling, a big five-seat pure electric car with its own design, a smattering of extra Ss and RSs. And, er, some other things.

Mercedes-Benz has added so many cars that it ran out of letter names and had to start again; and BMW has more to come too, like the seven-seat Gran Tourer – which wouldn't impress my Gran, were she still with us.

But the end might – just might – be in sight. I asked Ian Robertson, BMW's global sales and marketing chief, about this mad proliferation. "The chessboard of products is becoming quite full," he opined, then confirmed that the Mini range will actually drop from seven to five. Will the world be a poorer place without that weird two-seat Coupé, or the Paceman? Not noticeably.

I put it to his opposite number at Audi, Luca de Meo, that everyone is getting confused. "I agree," he shot back. "But you journalists asked why we didn't have more SUVs." Ah, so it's all my fault. "So we will make more Q models, starting with a smaller one. We did the A3 saloon mostly for the US and China." De Meo admitted it's close to breaking point. "The customer doesn't have room in his head for them all, nor the salesman in his showroom. Dealers can show only about 15 cars." No use if there are 60 in the range. But the dealers are getting some pretty whizzo virtual reality and simulation tools, so you can pretend to yourself you've actually seen this item you're about to drop hundreds of thousands on.

Robertson said that in pre-web days, people went to a dealer four or five times before buying. Now they do their research online and go just once, and even at the dealer they mostly experience the car in the virtual realm. But he said that a test drive is still vital. "It's an emotional purchase, and you need physical interaction."



But heck; too much choice is simply paralysing. Faced with having to pick between a hundred similar things, I'm a rabbit in life's headlights. Either I'm so bound up in the fear of choosing the wrong one that I can't make a selection at all. Or this huge array gives me a false sense of empowerment that I can have just anything, when I can't.

An example of that second case. Years ago, among all BMWs available – there were very few – I'd have thought, "Yes, a 3-Series Touring would be just dandy." Now I look at today's Touring among the multitudinous array of options BMW provides, and I think, "Hmmm, there are more stylish things out there." How about the 2-Series and 4-Series coupés? Better-looking, but too impractical. Saloons are too grown-up. The 2-Series Active Tourer is a very different kettle of fish and just a fancy Renault Scenic, so I can't have that. The X3 and X1 are too much like SUVs and the X4 is too ugly, and the 3GT hatch is a nice enough idea but looks too bloated in every dimension. A 4-Series Gran Coupé? Now we're getting very close... but then again the existence of all those 1-Series and 2-Series tempts me to have something more compact.

Right, then. What I *really* want is a 2-Series Gran Coupé. And guess what? It doesn't exist. Years ago, when BMW made fewer cars, it wouldn't have occurred to me to be so picky. So in the end, the greater happiness would have been less choice, not more.

**"Will the world be a poorer place without the Paceman?"**





STORIES FROM OUR WEIRD WORLD, WITH ADDED BITS FROM THE TELLY BOYS

# DIAMANT

TOPGEAR



THE STORY OF  
**Top Gear**  
TELLY

PART TWO.  
THE COLOSSUS

WORDS: **ANDY WILMAN**





THE SHOW THAT FINALLY GROUND TO A HALT JUST OVER 3 MONTHS AGO WAS A COLOSSUS. 350 MILLION VIEWERS, 200 COUNTRIES, GUINNESS BOOK OF RECORDS FOR MOST WATCHED SHOW, 40 YEAR WAITING LIST TO GET IN THE AUDIENCE ETC ETC.

PLANET / PART 2

However, these sort of achievements weren't exactly front of mind back in the days of those very first shows. In fact, I distinctly remember the most pressing issue on the morning of show one was not world domination, but how to position the Mazda 6 in front of the cameras; on account of Jim, one of the researchers, having backed it into a lamp post on his way to the studio. Still, at least the car was there, which was more than could be said for the Saab we'd tried to film the week before, when Hammond and the film crew had been left staring at an empty parking space because Rowland, another researcher, had taken it to go and visit his relatives.

We were, back then, without doubt completely cock-arsed. Take our genius plan to make lap times for the cars fair and equal. This was Britain – what if it rains? What if it's sunny? How do we create a level playing field each week? I know, let's wet the track in certain places to make it a bit wet and a bit dry... So we got two massive bowsers to spew their contents onto the track, and were baffled to discover that a) they only managed to cover a tiny portion of Hammerhead, and b) tracks dry quickly on a sunny day. This was before we even remembered that rain, when the real stuff comes, doesn't drop just in neat sections of one's choosing.

Still, at least Operation Wet Certain Bits of The Track to Match Rainfall That Doesn't Actually Behave Like That Anyway would have made the studio audience laugh, which wasn't exactly happening in the studio.

The main problem there was that



The missing part of the TG puzzle arrived in the shape of James May

the audience would turn up at say, 2pm, then stand on their feet, in a hangar that we'd either forgotten to heat up or cool down, for hour after hour while the presenters tried to record their links. We had no autocue, so each piece required about 98 takes; and Jason Dawe bore the brunt of it, with his rather lengthy and wordy Used Car News section.

Today, a pair of tickets to watch the show can fetch 10 grand at a charity auction; but back then, by 8pm, when we *still* hadn't finished recording, I used to have to bar the exit door and plead with people to stay: "No, I understand you have to get home to your dinner and families and warmth and a chair, but please please stay for another half hour







while Jason nails that story about second-hand Citroëns.”

However, in among all these hamfisted goings-on, something was starting to click. For starters, the new directors had brought in fresh cameramen and editors, who raised the quality of the pictures and the music to another level. Then you had people like Jim, who – when not backing cars into things – unleashed his weird lateral brain to brilliant effect. “Everyone jumps a motorbike over buses; but let’s see how many bikes a bus can jump,” was one of his early and superbly pointless suggestions. He then got carried away trying to find a bear that could drive an automatic, switching to a monkey when the bear option didn’t

work out, but the TV animal handler lady screamed down the phone at him that she’d prosecute us if we dared put a primate in a car. Whenever she drew breath mid-rant, Jim tried to stress that the monkey wouldn’t have to worry about changing gear and said he was a big fan of the PG Tips social responsibility adverts, which made her even more angry, so we ditched that and went on to more important issues, such as Can a Granny do a Donut and What Toupees Work Best in a Convertible.

The combination of highbrow science like this, sexy films and a slowly improving studio started to bring us a decent audience of around three million; but sadly, Jason wasn’t working out as a presenter, so we de-



**THE PRESENTERS** When Jason Dawe and his secondhand news left, James May and his questionable shirts and floppy hair arrived

cided we’d let him go at the end of the first series. For a while, for some reason I cannot fathom, the BBC Management had a wobble about Richard staying, and in their usual, classic HR style, said to him in December: “We may not want you back for the second series – but anyway, have a good Christmas.”

There was no doubt though that Richard would stay, so we were looking for a third man. It was about this time we had another visit from the BBC Meddling Department, who told us that market research showed our show was attracting young, lifestyle, trendy viewers to BBC2, so perhaps we should think about getting a young, lifestyle, trendy presenter. Ever keen to assist, we searched high and low and eventually came up with just the man: James May.

His hair looked like it had been lowered on by a trainee helicopter pilot and his shirts were clearly styled by toddlers, but since we didn’t have (and from the on-screen evidence, clearly never ever had) a wardrobe budget, there was nothing much we could do in the sartorial department.

However, as with Jeremy, James’s print background had given him a shrewd and witty eye on the car world, and he and Ham-



mond bonded well. Their favourite game was eBay Roulette, which involved getting bladdered, going on said consumer site and putting in a bid for a shockingly cheap old crock, then going to bed and waking up to see if you'd won.

The other good thing about James was that on nearly all issues motoring, he agreed with Jeremy on absolutely nothing; and if you think Jeremy can stick with his opinion, he is a mere striplet of corn blowing in the wind compared with the stubbornness of May.

With our trio now complete, the growing of the show could begin. In our heads we were making a car show for car dweebs, but as Series Four went to Five went to Six, we realised that the actual growing was sprouting in directions we hadn't reckoned on. Kids started watching, grannies were watching, and if I'd had a quid for everybody who said "I'm not into cars but I like watching your show," I could have afforded to stop making the show.

At one point, the Meddling Department arrived bearing more news from the outside world. Nearly half of our audience, they now declared, was female. Before they had a chance to follow that up with the inevitable suggestion to get a woman presenter, we shooed them out and carried on.

At first, I couldn't work out why so many girls were watching – because let's face it, those three clowns walking down the street are hardly going to be mistaken for Westlife – but then you realise that girls love men who are funny, who are a bit nerdy-passionate about their thing, and who don't actually try and be attractive. I think they also probably looked at their partner on the sofa, Stella can resting on his beer baby, looked back at the telly and thought "I haven't done so badly after all."

Obviously the kids were there for the Lamborghinis and the stunts, which had now grown from a bald man with a bad wig in a convertible to playing darts with cars, sending a Mini down a ski jump and trying to launch a Reliant Robin into space. I believe kids also loved the fact that Richard, James and Jeremy, besides having the same mental age as them, are intrinsically unfair and mean to each other, just as kids can be in the playground.

As the audience grew in number and type, so did the size of the Complaints Bag, with more and more angry letters landing on my desk demanding that we stop arsing about and get back to doing

proper tests of sensible cars for real people. We made a Wall of Complaints as a home for the best and most vitriolic ones, and Jeremy's response was to invent the fictional character Mr Needham, who would write in every week, demanding said sensible test of a sensible car, and then we'd give him the Fiesta attempting a beach assault with a company of Marines. Every problem, basically, was dealt with in as daft a way as possible. Perry, our lovely black-suited Stig, asked for a massive pay rise so clearly he had to go, and hence he met his demise off the end of an aircraft carrier.

Looking back, I wouldn't say we were clever enough to plan all the good things that happened. Some stuff was just a happy accident. We went to Florida and Alabama to make a 25-minute film about buying your own hire cars, then when we got back found we'd accidentally shot enough stuff for an hour, and that's how the Specials were born.

I think another seminal moment in the Hall of Happy Accidents was the '£1500 Porsches' film. That began as a small road trip to see how good a cheap Porsche would be, but when Jeremy's 928 conked out just a couple of kilometres from the start line, his genius editorial brain realised that crap cars breaking down was going to give us more entertaining telly than brand-new ones that worked. Hence we started doing cheap car challenges, with the highlight probably being James's Lamborghini actually turning up to the start of the film, on an AA flatbed truck, having broken down before we'd even started filming.

Another happy accident was the Cool Wall, which came about simply because we wanted something in style terms to talk to Trinny and Susannah about when they came on the show. Bot-

**"WE WEREN'T  
CLEVER ENOUGH  
TO PLAN ALL THE  
GOOD THINGS  
THAT HAPPENED"**



PLANET / PART 2



The Cool Wall, The Star in a Reasonably Priced Car, and of course The Stig. Essential TG elements



tom line, we were too thick to think up these things from scratch, but smart enough to recognise something when it worked and then flog it to death.

Some stuff, though, did come as a result of hard brainstorming. It had to, because unlike, say, *Wife Swap* or *The Apprentice*, the contents of which were shaped by a disciplined format, we would start each series with a blank sheet of paper. We knew there would be cars and bad shirts and a Stig, but beyond that, buggler all. Luckily there was enough brilliant brainpower around to keep the new strands coming. It was Series Four, I think, before we did our first big race, the DB9 to Monaco, and it wasn't until Series Eight that we attempted our first *TopGear* engineering projects, with the amphibious cars.

If some ideas didn't work out, we'd just ditch them and move on. *TopGear* Dog for example. Great idea at the time, but it either lay in a coma or ran around being completely mental. I think she's currently living out her retirement in Hammond's house somewhere.

What I never had to worry about were the words coming out of the presenters' mouths. Any producer would be blessed to have those three. They would set off on a road trip, no script, just a few bullet points in their heads, and riff away like mates. At some point we gave them control of the On/Off switch for their in-car cameras, which was a mistake, because Christ do they go on; but so much of their drivelly banter was gold.

All of this high-end content came wrapped up in a wonderful authenticity that for me was the genuine expression of reality television. When in Bolivia, James said to Hammond "You running into the back of me stopped being funny three series ago," he meant it, and the viewers got that. When Hammond is throwing up on that sinking boat in the race to Oslo, he really *is* throwing up, because the daft sod had had a skinful on the ferry the night before. When they got

hurt – Jeremy knackered his shin driving his truck through a brick wall, James smacking his head open in Syria – the blood and pain was for real. Obviously, though, there was one event when the pain got a bit too real, an event that began with Hammond walking into the office one day and saying "I'd like to go really f\*\*\*\*\*g fast this series," and ended with him on life-support in a coma.





**THE £1500  
PORSCHES**



**RELIANT ROBIN  
TEST**



**TOPGEAR WINTER  
OLYMPICS**



**JEREMY DRIVES  
THE PEEL P50**



**TOPGEAR GOES  
CARAVANNING**



**RICHARD BEING  
SICK ON A BOAT**



**CAR vs TRAIN  
TO MONACO...**

**VICTORY TO  
THE DB9!**



**JAMES DRIVES UP  
A VOLCANO**



**AYGO vs FOX  
FOOTBALL**



**10-GRAND  
SUPERCARS**



**TOPGEAR  
CAR DARTS**



**TOPGEAR  
MOTORHOMES**



**RELIANT ROBIN  
SPACE SHUTTLE...**

**WORKED.  
FOR A BIT...**



**THE INFAMOUS  
USA SPECIAL**



**AMPHIBIOUS  
CARS PT1**



**TOPGEAR POLAR  
CHALLENGE**

None of us, for as long as we live, will forget that day when the tyre on his jet car blew at 463kph and he pitched over into the world's fastest-ever car crash. Part of me thinks that boy survived only because he is just so tough. He really is a human honey badger; who else would be riding a dog sleigh to the magnetic North pole just six months after he woke up in a brain-injuries unit thinking he was Admiral Nelson?

While Hammo was recovering, the accident itself had propelled this pokey little car show onto the world stage, and for a while our audiences in the UK alone were hitting eight million a week; but soon the window shoppers moved on, and we settled down to life with the genuine followers. And by the way, when Hammond crashed, there were three racing drivers who took the trouble to find the number for the office and ring up to send their best wishes. I will appreciate that for ever, so thank you, Eddie Irvine, Jacques Villeneuve and James Toseland.

On the subject of surviving, anyone who works on any TV show constantly plays the guessing game of how long the show itself will last, when will the numbers start to drop, how many series will you manage before the bosses pull the plug. In 2002, I estimated we'd be around for five, then a year later I upped my guess to 10 series. In the end, we managed 22, the viewing figures were still strong, and I'd given up the guessing game because in TV terms, we were now in uncharted waters. Sure there are programmes like *Have I Got News For You* that have been around for longer, but they replenish their stocks by drawing on what's happening in the news each week. We, on the other hand, had to come up with new stuff all the time; because with the best will in the world, you can't survive on road-testing the new Golf, and I can't think of another show that followed that path so well for so long.

Partly it's down to the genius of the presenters, who were ideas men just as much as they were gobs on sticks; partly it's down to the researchers and producers who came up with many great thoughts and worked so hard their hourly rate was probably the same as a Vietnamese child labourer. Partly it's down to the arts and crafts boys – the directors, cameramen, soundmen, editors, graders, dubbing mixers – and partly it's down to all the backroom mob: the mechanics, the runners, the coordinators, the lot. Many brilliant people.

As I say, we set out to make a nice little show for car dweebs, and ended up somewhere else, somewhere we never dreamed we'd be. And because we never planned it, I don't think we'll see the like of it ever again.



# RICHARD HAMMOND

RICHARD'S BEEN ON A MISSION TO COLLECT A LAGONDA IN DISTRESS. AND HE'S TAKEN JAMES ALONG FOR THE RIDE, TOO

**T**he plunge has been taken; and more than enduring it, I enjoyed it. I've owned my vintage Lagonda for some months now, written about it in these pages, in fact. It's a glorious old thing with a supercharged engine, headlamps that threaten shipping, a gigantic steering wheel you could hang chairs and paying passengers off, all that sort of thing.

Having bought it at auction, I awaited its arrival with the anticipation of a kid on Christmas Eve. And it did not disappoint, sailing into my drive on the back of a trailer. I admired and cherished every blemish and scar its 80-year life had etched onto its massive frame. I cleaned it, sat in it and rehearsed the many moves involved in starting it.

Only I've never *actually* got around to driving it. What with one thing and another – and there have been a few – the poor old thing has lounged about in the shed waiting patiently to be shown the light of day. And shown the light it was, this week.

One of those awkward confluences of timings and company meant I could not hide from a visiting James May that the Lagonda was ready for collection. And, in one of those insane moments when you say the thing you're trying not to say, I suggested we get a taxi over there and drive the old girl back. I figured I was safe in making this

bold challenge because, despite appearances and his own considerably advanced age, James May is gloriously grumpy when it comes to old stuff. But to put the icing on this day's turd cake, James unexpectedly replied that he'd very much like to go and do it. No choice then. Gotta go.

It was at the workshop because I had uncovered some minor bodgery around the wiring at the battery, and I sent it away to Rob, who specialises in ancient cars. It sat now on his ramp. He went through the many procedures involved in coaxing it into life, and I nearly jumped out of my socks when the thing started and sat there making car noises. Rob backed it off the ramp, turned it around, parked it, and wished James and me good luck on the way home.

I knew what to do to start it; I'd read the handbook and practised the moves. But I'd practised them alone. As when engaging in other things more commonly practised alone, I would rather have been without company at this point. And certainly without the company of James May. With shaking hands, I tweaked the controls to set the magneto and fire up what limited electrics are on board, gave a couple of pumps on the fuel primer, retarded the ignition, hit the button... and blow me, it started up again.

Once it's running, it operates like pretty much any other car. The wheel operates the steering, the clutch is worked with the left foot and the hooter is in the centre of the steering wheel. The only deviations are that the gearlever is on the right... and one other thing – a slight one – the accelerator and brake pedals are swapped over, so the accelerator is in the middle and the brake is on the right.

I pulled away, and realised from the noise as I went for second that it's a crash gearbox. I lifted my left foot off the clutch and put my right foot on the accelerator. But it was the brake, because the brake is on the right. We were going slowly, the brakes are not carbon-ceramic, and James didn't notice.

We hit the road. I concentrated on where the brake is. Which is on the right. We gathered

speed. And we gathered it especially well going downhill. There was a bend at the bottom of the hill. I saw it, but was only really aware of my right foot, twitching and jerking over the pedals. My foot was, I think, having a nervous breakdown. People talk of the 'body brain', the idea our body thinks and processes events unconsciously, reacting and moving under its own control. I instructed my foot, sternly, that the brake is on the right. And we made it through our first bend. James, at the critical moment, reminded me the brake is on the right. I thanked him for it. As the kilometres passed, I grew more accustomed to driving something that sounded and felt like a runaway furniture shop. But above all else, I concentrated on where the brake is. Which is on the right.

We made it home. And both enjoyed our drive immensely, having taken turns at the wheel, from where James turned out to be irritatingly skilled at seamless gearchanges; but needed, I felt, some reminders along the way about where the brake is.

I've taken the car out on my own since that drive. Which went OK, but for the lack of a passenger to remind me where the brake is. As familiarity with the machine grew, I entered the dangerous period where you stop thinking consciously and allow the body brain to do stuff for you: dangerous in this instance because my right foot was feeling around the middle pedal, assuming it to be the brake. Which it isn't: the brake is on the right.

So I concentrated on commanding my inner voice to chant over and over again that the brake is where it is. Which is on the right. Unfortunately, this worked in the same way as when I am given directions. I tell myself to listen because this man is telling you where to go and you need to know. By which time he has finished and all I've heard is my inner voice telling me to listen.

The answer is, probably, customisation. The steering wheel of the Lagonda is large and has room for a sign, which I am going to have made featuring a simple phrase... "The Brake is on the Right."

**"I PUT MY RIGHT FOOT ON THE ACCELERATOR. BUT IT WAS THE BRAKE, BECAUSE THE BRAKE IS ON THE RIGHT"**





# JAMES MAY

WE'VE HEARD RICHARD'S SIDE OF THE STORY;  
NOW IT'S TIME FOR JAMES TO HAVE HIS SAY.  
JUST REMEMBER, THE BRAKE'S ON THE RIGHT...

**T**here is nothing more important in life than where the brakes are on a car. It may not seem that way now. You may be burdened with other pressing concerns, ranging from cash flow to physical ailments, but there comes a moment when these are academic.

That moment is the yawning one between the car going along and the car being the way you fervently desire it to be, which is stationary. Then your debit card pin number, your YouTube log-in details, the results of your scan, the problems with your central heating – everything else in the thousands of years' worth of human experience and understanding, in fact – is immaterial. All that matters is where the brakes are.

Normally, on a car with a manual 'box (such as this), the brakes are in the middle. But they are not. That is the throttle. And the brakes are on the right.

I don't think Hammond's been quite emphatic enough about this. But how could he be? He's only written a column. Hundreds of thousands of volumes have been produced on the history

of civilisation, but nothing in any of them is as important as where the brakes are, which in this case is on the right.

Or do I mean the left? No, they're on the right. Absolutely. Sorry about that, but they're definitely not where they're supposed to be, and that's the problem.

I can drive a car and ride a motorcycle. I also have a chainsaw. I never get any of these things confused, because they're completely different. I never try to drop the chainsaw down a couple of cogs and power it into a left-hander, and I've never instinctively ridden the Honda 500 Four into the woods and attempted to chop logs with it. Each of these machines comes with a bespoke and deeply internalised set of operating skills that never bother each other. Good.

But change one thing... Everything else about driving Hammond's 'Gonda is pretty much like driving a car. The steering steers left and right, the gearbox is cussed but still works broadly like one, the road rushes past underneath, lambs gambol in the fields and life is wonderful. But who gives a toss? Where are the brakes again? Wrong! That thing in the middle will only make it go faster still. The brakes are, in fact, on the right.

A van pulled out of a lay-by in front of us while I was driving. That's when I discovered that I'd been using my lumbering conscious brain and not the animal one that is our acquired instincts. But in that moment of mild panic, the latter took over and stamped on, well, the throttle, because that's in the middle, where the brakes should be. Turns out the brakes are on the right.

It was great to have a passenger, and I'm glad we were there for each other. Not for camaraderie or any of that stuff, but because whoever wasn't driving could devote himself to repeating, at every bend, junction or hazard, that simple,

sometimes screamed mantra: that the brakes are on the right.

This is a duty that neither of us neglected for an instant, because there is a delicious new terror in being the helpless passenger in a car being driven by a man who may have forgotten that the brakes are on the right. To be honest, Hammond became quite annoying, but he is annoying anyway, and I don't mind him being annoying when the flip side is that I don't end up in the back of a tractor because I've forgotten where the brakes are. They're on the right. People constantly telling you to put the garbage bins out becomes wearisome. But someone constantly reminding you of something that will save your life in the next few seconds is OK by me.

I'm sure I was annoying too. Hammond – odd, this – became quite ballsy with his driving at one point, and I wondered if he'd remembered that the brakes are on the right. I told him. He took it well, given the circumstances. It's his car, after all. Trouble is, I was in it as well.

Look; you might think we're devoting far too much space to this simple instructional fact, but trust me. The time you've spent reading these two columns is nothing compared with the screaming eternity that seems to pass in that instant when you need the brakes more than you need to breathe, and you've forgotten where they are. THEY'RE ON THE \*\*\*\*ING RIGHT.

Of course, you may think it's irrelevant to you. What are the chances that you will ever end up driving Richard Hammond's Lagonda? Extremely slim, I'd say. But it is, *ipso facto*, better to know stuff than not know it, and if you find yourself behind its wheel, you need to know, above anything else in the world, where the brakes are.

They're on the right.

**"I DON'T MIND HAMMOND  
BEING ANNOYING WHEN  
THE FLIP SIDE IS THAT  
I DON'T END UP IN THE  
BACK OF A TRACTOR"**

# Calvin Fisher

**CHEERS – TO THE BEST JOB IN THE WORLD**  
CALVIN DOES A CLARKSON. NOBODY GETS PUNCHED.



PLANET / INTERNATIONAL MAN OF MOTORING

**J**ust a month ago – while penning my farewell to so-called Jeremy so-called Clarkson, in this very column – if someone had suggested that my next column would be my own exit obituary, I'd have said they were mad. And punched them. But they'd have been right. Because it is.

Bye-bye.

It's been just short of three glorious years since I began my *TopGear* adventure. I didn't waste any time getting stuck in, either, beginning almost immediately by transforming an Opel Astra OPC into the kind of 'Pursuit Special' cop car that Max Rockatansky (page 86) would approve of. Subsequently there came the *TopGear* pizza-delivery vehicle you'd otherwise recognise as an Audi A8, the usually austere limo from Ingolstadt. From this point, things only escalated. Attempt time travel in a BMW i8? Yes. Slide Volvo saloons across frozen Swedish lakes? Check. Cruise shotgun through a German forest with Lewis Hamilton driving? Of course, albeit at a disappointingly 'Miss Daisy' pace. Spend the night spooning the underbelly of the craziest motoring culture on the planet? If by that you mean hitching a ride with the Tokyo midnight racers, then verily, yes! Jump a Renault Sandero Stepway? Sure. (Nobody tells you about what that does to your gonads, by the way – ouch.) Take a Porsche Cayman to meet its namesakes at the Oudtshoorn Crocodile Farm? Obviously!

Diversity? Well, not wanting to be limited to using the windscreen exclusively, I was fortunate enough to spend copious amounts of time staring out of the side windows of cars, courtesy of my custodianship, for a smoky year, of the Toyota 86 coupé. Not to mention a plethora of overpowered candidates from M Division and AMG (there's a not-shoddy example on page XX, by the way). In particular, a 412kW BMW M5 Competition Pack springs to mind – just the tool for painting Killarney's Turn 2 with DIY cumulonimbus clouds. Did we rally a brand-new VW Golf R from Cape Town to Algeria? Yes, sort of, complete with authentic-looking bivouac and unscheduled wheel change. Better still, for your amusement I piloted a brand-new BMW M235i across the Nevada desert, much to the disapproval of the local (and quite scary) law enforcers. "Do yew-all have any ah-deah how fast you wuz travellin' thar, son?" No comment.

It wasn't all silliness and excess, for sure. I even attempted some real journalism – like the time I performed a suspension test on a pair of warmed-over super-minis,

by loading trays of raw eggs into their boots. The Ford Fiesta ST did well; the Opel Corsa OPC... not so much. (Though the biggest loser was my tracksuit top, which I'd forgotten was in there too. Aren't protein stains just the toughest to get rid of? I guess only a stripper would know...) And I tested fuel economy and high-speed off-road stability in a Mitsubishi Mirage at the Speedweek festival, in mid-Kalahari. So that was nice, too.

**“...trying to scare  
(with huge success)  
a Miss SA runner-  
up on a flying lap...”**

But it hasn't all been rainbows, *piñatas* and happy endings all round, sadly – I'm also responsible for denting the new Amarok on page 95. Sorry, guys. I'm also sad to leave behind me a great and committed team, who for the most part left me to do pretty much any kind of story I wanted to (with varying success).

Highlights? The superficial petrolhead in me would probably say that bit on my most recent jaunt where I went flat out around the Yas Marina Formula One circuit in a Ferrari 458 Spyder; but in truth, a lot of times enjoying the car – any car – is as much about the moment as it is about the car itself. Taking the new Audi S1 hatchback to meet its forebear, the Ur-Quattro, was particularly memorable; but then, so was taking three cheap cross-overs into the Tankwa and racing them in the dirt. The most *TopGear*-y thing I've ever done? *That* one. Wait, no. Probably... trying to scare (with huge success) a Miss SA runner-up on a flying lap of Zwartkops Raceway. Or doing donuts in a Jaguar F-Type V8. Or maxing out a Porsche Cayman GT3. Carving up Kyalami in an Alfa 4C? Sigh. Next question?

It's been a real trip, the culmination of my *TopGear* dream, and I'm truly sad to leave. I'll miss it. And I'll miss you. But I have a new mission; and besides, I must make space for the next storyteller, whoever that may be, and a new generation of craziness. So please: keep watching this space. Thank you all, and good night.



## DREAM DRIVES

THE BEST ROADS IN THE WORLD BROUGHT TO YOU IN WORDS AND PICTURES



### RING OF SKELLIG

CO. KERRY, IRELAND

#### WHICH BIT?

The 28-mile loop through Portmagee and Ballinskelligs

#### I STILL CAN'T FIND IT...

Bash this into your satnav: 51.849518, -10.335393

#### WHEN SHOULD I GO?

Summer. But wake early, to dodge the tourists

#### WHAT CAR SHOULD I TAKE?

Roads are tight, so go small. Fiesta ST



#### I APPEAR TO HAVE CRASHED...

So much for the luck of the Irish. Dial 911





PLANET / #014

# From the TC archive

HOW MANY FUTURE QUEENS HAVE WALLOWED IN AXLE GREASE? LIZ, WE SALUTE YOU...

WORDS: DAN READ IMAGE: GETTY

1. WHO  
The Queen
2. WHAT  
Spannering
3. WHERE  
Surrey
4. WHEN  
1945

Women weren't allowed into combat, so instead they ran things on the Home Front, and that included driving duties. Trucks, messenger bikes, troop carriers, ambulances, they steered the lot. And when stuff went bang, they'd roll up their sleeves and grab a spanner, as evidenced by Her Maj – pictured above at the Ministry of Transport Training Centre in Surrey.

From 10 till five each day, she'd change wheels, take engines apart and put them back together again. Against her wishes, she was asked to sleep at Windsor Castle rather than the camp, but – according to contemporary reports – she was careful not to wash her hands too quickly, preferring to leave the oil stains in place as a mark of a hard day's work.

On graduation day, each student was required to drive a truck from the barracks to Buckingham Palace. For security reasons, it was decided Elizabeth would be excused from this; so imagine the King's surprise when he saw the Princess trundling up the Mall, having made the journey on her own, through thick traffic and twice around Piccadilly Circus for good measure.



→ NEXT MONTH: A RACING MOTORCYLIST CALLED BERYL

HISTORY'S  
FINEST STORIES,  
RESCUED FROM  
THE DUSTY  
CORNERS OF  
OUR VAULT

## Blink & you'll buy it



THIS MONTH'S TOP LOT

### Duesenberg SJ Town Car

Engine: 6.9-litre 8cyl

Year: 1935

When: 2 May

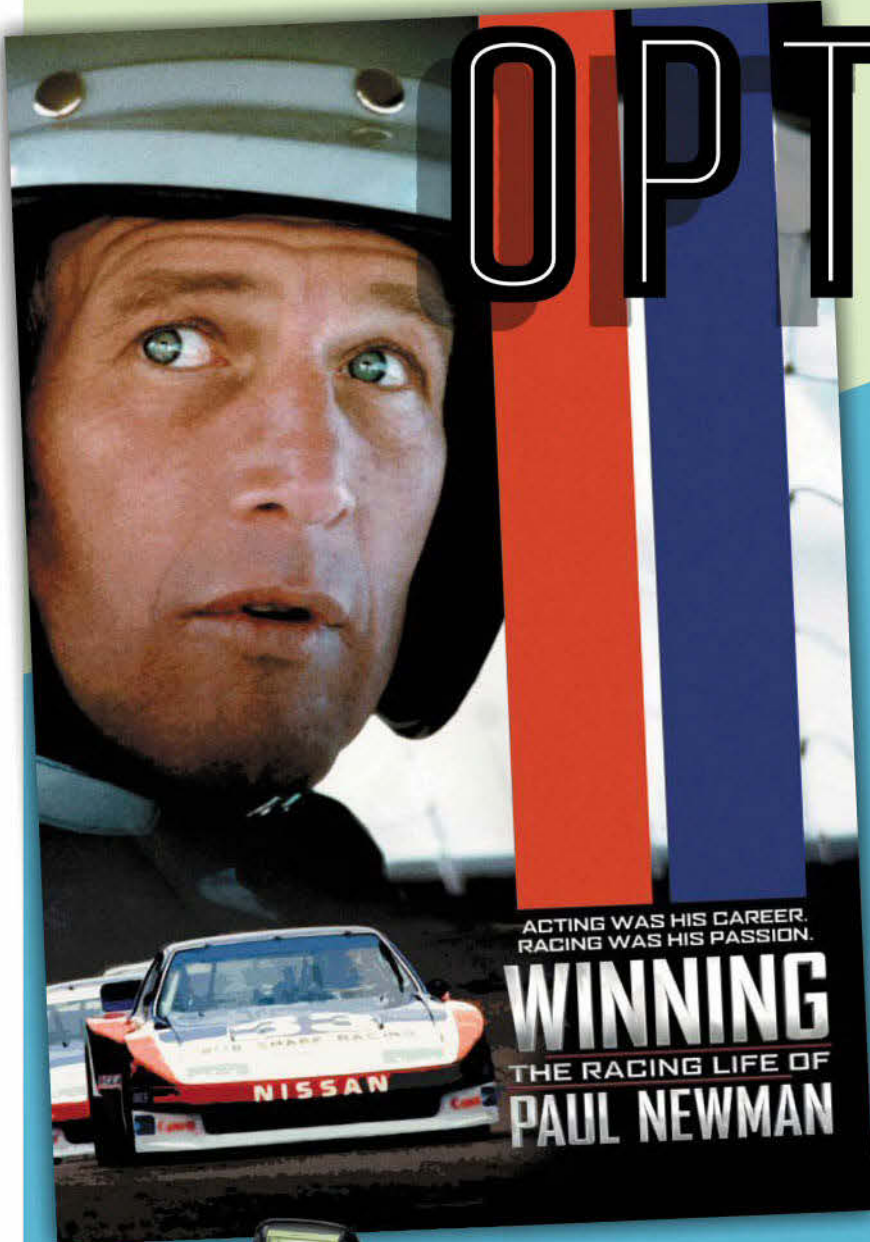
Sold for: \$3.63m (R44m)

It isn't a name you hear too often, Duesenberg. Founded by brothers Frank and August in 1913, the company lasted only until the late Thirties before financial strife brought production to an end. Duesenbergs were simply the most unapologetically opulent, extravagant, well-engineered things you could buy back then. Coachbuilder Bohman & Schwartz bodied this SJ in 1935, for the widow of Frank Mars – yep, the purveyor of chocolatey goods – at an estimated cost of \$20 000 (now around R240k). It has a supercharged, DOHC 6.9-litre straight-eight with 239kW and a three-speed, unsynchronised manual transmission. An SJ-based Special with a lightly modified version of this engine set a 24-hour average speed record of 217kph. In 1935.



PHOTOS: GETTY, JEREMY CLIFF, COURTESY OF MECUM AUCTIONS

# OPTIONS LIST



## WINNING: THE RACING LIFE OF PAUL NEWMAN

✓ Racing documentaries and biopics seem a dime a dozen nowadays, and we're not complaining – for in this genre, truth always outshines fiction. American comedian and car nut Adam Carolla (slightly unfortunate surname, that) directs and stars in *Winning: The Racing Life of Paul Newman*, showcasing the talents of a man who was a racer first, and an (Oscar-winning) actor second.

Featuring interviews with (among others) Mario and Michael Andretti, Tom Cruise, Robert Redford and Jay Leno (and of course Newman himself, from archive footage), *Winning* tells the story of a Hollywood man who only started racing when he was 47, and was rubbish in his discipline at first; but who kept on polishing his craft, going on to win four national championships as a driver and eight as a team owner, culminating in victory at the 24 hours of Daytona in 1995, at the age of 70. A must-watch for lovers of vintage Datsun race cars, gruff voices and cigars. **R176 (digital copy); newmanracingfilm.com**



## PANASONIC LUMIX GH4

✓ The GH4 is Panasonic's flagship mirrorless camera, and the first of its kind able to record in 4K. It has built-in WiFi and NFC, so you can browse your images on any connected device before uploading them to your favourite social media platform. Oh, and it takes nice stills, too. **R31 999; The Digital Experience 011 465 1466**



## TOMTOM GO 5000

✓ For a standalone GPS to remain relevant, increasingly, it must mimic a smartphone. So you can pinch and zoom the TomTom Go 5000 screen, tap the map for a destination, and even speak to it. Features lifetime map updates, and three months' worth of speed-camera updates. **R4399; takealot.com**



## THE STIG DRAWSTRING BAG

✓ Some say that any person in power can be bought. And that there are smarter ways of paying bribes than in large bundles of cash. All we know is, this 'I Am The Stig' nylon drawstring bag is a great way to carry your FIFA bribe money. Also works for corrupt traffic cops. **R50; topgearstuff.co.za**



# Together on the way to success!



## PETRONAS SYNTIUM



### ENGINEERED BY EXPERTS

PETRONAS Syntium is a product of technological expertise backed by extensive research and development. Developed to excel under extreme Formula One™ conditions with the MERCEDES AMG PETRONAS Formula One™ Team, it is a partnership that delivers the very best for your car.

PETRONAS  
SYNTIUM

FLUID TECHNOLOGY SOLUTIONS DEVELOPED FOR:  
**MERCEDESAMG**  
**PETRONAS** FORMULA ONE™ TEAM

# Sign of the time

Classic watch meets modern tech

## FRÉDÉRIQUE CONSTANT HOROLOGICAL SMARTWATCH



If you're one of those people who loves technology but also the finer things in life, look no further than the Frédérique Constant smart watch.

The first glance reveals nothing but an elegant timepiece, with 42mm polished rose-gold case and brown leather strap. Yet inside there's an inbuilt sensor that constantly tracks your motion activity and sleep patterns. These can be synched with an Android or iPhone app, which in turn can assist with goal-setting and coaching. Old meets new, in a contemporary classic.

**R16 995; [picotandmoss.co.za](http://picotandmoss.co.za)**



### WT AUTHOR 1914



The chunky 1914 is British brand WT Author's second model, inspired by the original wristwatches of the First World War. Hence the exposed wire lugs, which – in the old days – were there to join a traditional fob watch to a rudimentary strap. **R7500; [wtauthor.com](http://wtauthor.com)**



### REBELLION X1



If James May had been victorious in that rallycross race on telly – the one where he was lapped by *TG* USA's Tanner Foust – he would have won one of these. For Rebellion is the timing partner for the FIA World RX Championship. **RTBC; [rebellion-timepieces.com](http://rebellion-timepieces.com)**



### BREMONT JAGUAR MkI



Last year Bremont made a limited-edition piece inspired by the Lightweight E-type. The MkI is similar, only it swaps the white gold case for a less pricey stainless steel version; and Bremont will make plenty of them this time, along with a cheaper MkII. **From R92 875; [bremont.com](http://bremont.com)**



# DRIVES

THE CARS THAT MATTER. DRIVEN, TESTED AND RATED THE *TOPGEAR* WAY



DRIVE OF THE MONTH

## HONDA CIVIC TYPE R

The Type R is back. We really want it to be good... **TURN OVER**



p42

### JAGUAR XE

Bombay Sapphire: better than Bavarian Weissbier?



p44

### CITROËN CACTUS

Finally, a Citroën that doesn't require tequila



p45

### DISCOVERY SPORT

Have an orange Landy? You need a cigarette



p46

### AUDI Q7

The Audi of tomorrow is more computer than car



HONDA CIVIC TYPE R

# Blow me down

New Civic Type R abandons natural aspiration BY OLIVIE MARRIAGE





**W**e're on the highway, emerging from a set of roadworks as we head west out of the city. Ahead, a diesel van. It would be easy to get caught out by his torque lunge away from the final cone, left choking on his sooty exhalation. After all, Type Rs, famously, have no torque. And this feels every inch a Type R: the instruments glow red, there's a fiddly dash, gorgeous manual gear-change, firm suspension, and an exterior design that's... well, we'll come back to that later.

Right now, I'm preoccupied by the van. Will I need fourth? Third even? But then I remember. I have a turbo. And even on what's only been a brief acquaintance so far, I know sixth will be just fine.

I had, for a split second, forgotten the seismic shift that's happened in Honda's thinking, a sea change that's seen the days of 8500rpm rev limits and singing VTEC zones thrust aside in favour of the easy gratification of a turbo. Well, everyone else has; why not Honda?

There's a hiss of turbo pick-up; and the van is dispatched. No fuss, no drama. It's probably what most people want in this day and age, and does at last mean the Civic gets to compete on a level playing field against the likes of the Focus ST, Mégane RS and Golf R without being slated for its lack of low-rev urge. Honda hasn't completely abandoned its heritage, though. This is still a VTEC. Where most rivals opt for variable-vane turbo geometry to control boost across the rev range, Honda uses a monoscroll unit and depends on its VTEC valve control to manage things. It also electronically controls the wastegate.

The end result is an engine with a far healthier mid-range; but it still pays to hang on, because the top end is savage. OK, it only goes to 7000rpm now, and despite Honda's engineering nous is a

## SNAPSHOT

### IN DETAIL



Aluminium lever has same claimed 40mm throw as old NSX-R



Instruments still glow red. Phew. If it ain't broke...



Vents designed to disrupt airflow down the car's flanks

little more laggy on the throttle than one would have expected, but it's certainly not slow. Honda claims 0-100kph in 5.7secs and 160kph in 11.3. That's outrageous for a FWD hatch.

Enough about the engine for a moment, because you need to know how deep Honda has plunged in its efforts to sort out the Civic. As far as the bodysell itself goes, they've not added extra steel, but by changing the bracket designs and using the adhesive more cleverly, rigidity has been increased by 18 per cent.

Then there's the suspension. Remember a few years back when the trendy term in hot-hatchdom was 'reduced kingpin offset'? The Focus RS, Astra OPC and Mégane RS all had trick front-suspension systems reducing torque-steer by minimising the camber change on the front wheels during cornering. Opel called it HiPer Strut, Ford RevoKnuckle, and Renault PerfoHub. Now it's Honda's turn to shout about its new Dual Axis Strut Front Suspension. DASFS. Catchy. The claim is appealing, though: torque-steer down by 55 per cent.

The lower arms, damper forks and

**“0-100 in 5.7secs.  
That's outrageous  
for a FWD hatch”**







Torque-steer is down by 55 per cent, apparently

bushes have been re-engineered, although at the back Honda has stuck with a torsion-beam set-up. The promise is good – the new design exclusively for the Type R is so stiff (up 177 per cent) that there's no need for a rear anti-roll bar. Still, if you think about it, it's not the most promising set-up for dynamic behaviour.

That 2.0-litre direct-injection engine feeds its power to those poor, hard-pressed front wheels via a 6spd manual 'box and mechanical diff. Honda does good manual 'boxes. The best, in fact. And this is a belter: so slick, so fast, so precise. If everybody had a gearbox like this, there'd be no call for double-clutchers. It's a total delight.

And the gearing isn't stupidly long, either. Honda, refreshingly, seems to have decided that real-world drivability means more than shaving a few extra grams off the CO2 figure. The claims here are 7.5l/100km and 170g/km – OK, but not great. Over 725 kilometres of mixed driving and three carefully measured tankfuls, we got 10.2l/100km.

The Civic consumes the lower ratios with zeal. The lights on the dash never seem to stop flashing if you give it the beans. It's properly quick, properly addictive, makes a real song and dance about going places. But not an especially tuneful one. There is noise, quite a bit of it, but it's not the top-end singing, snarly yowl emitted by VTECs of old.

Instead, you get the feeling that the car's only intent is to get to the next gear as soon as possible and that it views sounding good as superfluous. It's a shame, because you get a bit of exhaust woofle on start-up, and on light throttle openings around town the turbo wastegate chatters audibly.

It does everyday stuff surprisingly well, too. True, tyre roar on coarsely surfaced motorways is excessive, but the boot is huge. And there's plenty of headroom. And the view out the back is surprisingly good, entirely unimpeded by that lofty wing. And the ride is... satisfying.

The suspension is tremendously well controlled, like it's underpinned by expensive dampers. It's firm over speed bumps and potholes, but rounds off the edges really well. Considering the tyres are 235/35 ZR19s (Conti CSC6s, rubber fans), that's a good effort. It never feels less than purposefully sporty, though, the whole car shot through with a motorsport vibe.

The seats, for instance, are fabulous. Tall side bolsters, good rib support, best road-car seats I've sat in for a while, actu-

ally. Similarly the touch points – gearlever, steering wheel, pedals. Just a straightforward car to operate. I struggle with the two-tier dash and find the seating position – despite the hip point having been dropped 30mm – a little high, but build quality is good and it feels purposeful.

And now, on some terrific winding roads, I'm discovering what the Civic is actually like – or more accurately, what it isn't like. It isn't one of those playful hatches, like the Ford Focus ST or Mini Cooper S. No, it's serious about speed. Acquiring it, maintaining it, even shedding it (the 350mm cross-drilled front Brembos are lovely to use, and super-powerful).

Two things strike you immediately – how low the centre of gravity seems and how stiff the shell is. I know, odd ones. But also important, because when you combine this tautness with the controlled damping and LSD, you end up with a wonderfully rapid and effective cross-country device. It doesn't have great steering feel, but it has a very talkative (and deliriously effective) diff. The traction, the speed you can carry out of corners, is outrageous.

It feels like a tarmac rally car, ready to relish the punishment. Although if you want to get the most out of it, you have to know what you're doing. Ideally, an ability to left-foot brake is preferable, allowing you to build up boost pressure on the throttle and release the brakes at the apex for a rapid, lag-free corner exit. Yep, all a bit track-day enthusiast, but that's what the car's like.

The only issue I have is with the +R system. This is the button you press to make the instrument rings glow red. OK, it also loosens the ESC, implements a more aggressive torque map, reduces assistance to the electric power steering and firms up the magnetorheological dampers. Trouble is, you can't select these settings individually – your choice is either to +R or to not +R. And unless you're on millpond tarmac, you're better off not plussing the R.

Pity you can't tone down the bodywork. Honda claims it all serves a purpose – managing airflow, adding downforce – but even if it does actively help, why does it have to look, well, like it doesn't? Like a MaxPower version of itself? Aren't people looking at R500 000 hot hatches going to be after something a little less ostentatious? Answers to your nearest Honda dealer.

*The Honda Civic Type R arrives in South Africa in the next two months. Price TBC closer to the time of launch.*



No screamer, but the 2.0-litre woofles well



## SPECS

1996cc, 4cyl petrol turbo, FWD, 228kW, 300Nm 6M 7.5l/100km, 170g/km CO2 0-100kph in 5.7sec, 270kph max 1378kg R Not yet





## LIFE INSIDE

- 1 Seats are well-shaped for long-range comfort, and bolstered for strong lateral support
- 2 We've said it before, we'll say it again: why can't everyone make manual gearboxes like Honda?
- 3 This is currently the fastest FWD car around the Nürburgring. 7:50.63's the time to beat
- 4 Two-tier dash set-up means you might not be able to have the wheel where you want it
- 5 A-pillars come a long way forward, creating big blind spots. The only visibility issue

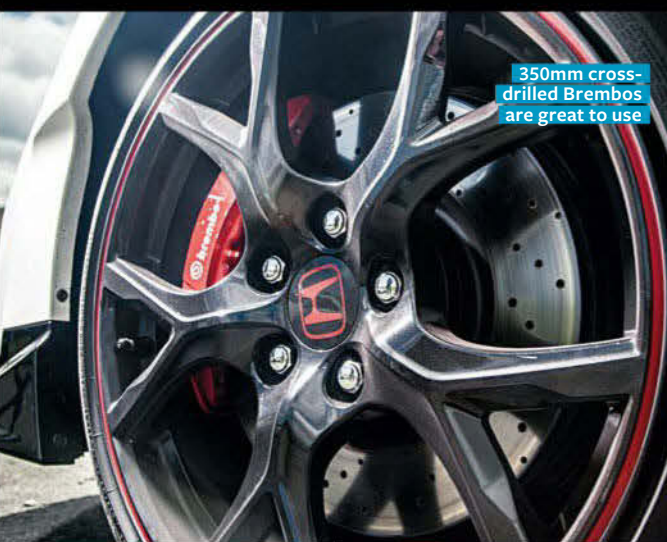
## VERDICT

Provided you can get over the way it looks, forget your concerns. The new Civic Type R is a hell of a thing to drive.

9/10

350mm cross-drilled Brembos are great to use

Seats are well bolstered to keep you in place through corners







JAGUAR XE S 3.0 SUPERCHARGED

# Cat call

Ooh, look what Jag's dragged in – a compact executive sedan. Nervous much, Merc, BMW and Audi? **BY BRAAM PEENS**

**S**uitably animated, Jeremy Clarkson once said that the typical Jaguar driver is “the sort of person who would go away to a hotel for a weekend with his wife, and spend the entire night flirting outrageously with the waitress. And it’s okay, because he’s got a J-a-a-a-g.”

Now, had the waitress spotted our philandering anti-hero pulling up in an F-Type, he might be shooting fish in a barrel; but if it was in the new XE – Jaguar’s debutant in the ultra-conservative compact executive segment – his prey would be more inclined to show him her tax returns than her sex-toy collection. A shame.

Because the loss would be all hers. Currently, Jaguar builds a BMW 5 Series rival in the XF (to be replaced in September), a 911 competitor in the F-Type, and an S-Class substitute in the XJ. At the Frankfurt motor show – also in September – we’ll also see the F-Pace, Jag’s stab at a luxury SUV. What’s missing? If you guessed 3 Series, play the Lotto tonight. If you said anything else, play it anyway. Because you’ll need it.

So, early in May, it was off to north-east Spain to sample what is – volume-wise – arguably Jaguar’s most important car since 2007’s XF. And while the XF was all about pre-recessionary opulence, the new XE may have bitten off more

## SNAPSHOT

### IN DETAIL



Alu gear paddles a tiny treat in adding to perceived quality



Sport mode euthanises XE’s nannies; best kept for the track

## VERDICT

Curiosity didn’t kill this cat; but satisfaction brought it back.

8/10

than it can chew – by setting its sights straight at the four towering decades of 3 Series legacy, aiming for the title of the driver’s car in its segment.

Madness. Insanity. And quite impossible. Surely?

Jaguar has set itself some optimistic targets. The XE’s shell is 75% aluminium, and at 251kg, lighter than any of its rivals. No other competitor uses as much aluminium (much of it recycled, in the XE). It’s also the stiffest Jaguar saloon (not really an achievement, considering there are currently only two others), and with a drag coefficient of 0.26, the most aerodynamic Jaguar ever. On top of that, it’s the first Jaguar to feature electric power steering, which is a double-edged sword: more artificial in feel, but able to compensate for anomalies such as temperature change, and the integration of safety systems.

If New Jag is bristling with under-the-skin advances, all the more pity then that visually, the XE disappoints – shocks, even – in its lack of visual presence. It’s as if an out-of-ideas Jaguar hit a brick wall early in the design process, then stole a cursory glance at its rivals, aping the BMW’s front profile ahead of the wheels, and the Audi A4’s taillights. An







## LIFE INSIDE



Different grilles for different spec levels. Idea not copied from 3 Series at all

acknowledgement of the best, perhaps?

After two days and about 500km of tearing across the Spanish countryside, with surreal switchbacked mountain passes complete with carved cliffs and sudden-death drop-offs, and a visit to the tight and technical Circuito de Navarra – just an hour from the world's Mecca of bull-running, Pamplona – the XE had gored my soul.

There's undeniable let-down at the sight of shared common controls (though everyone else does it anyway), and some wind noise around the A-pillars at above-legal speeds; but in truth, the XE is a delight to drive. The

steering – though fully configured to function-over-feel – borders bizarrely on Porsche-911 sharpness. The body, on the other hand, doesn't soak up bumps; it wafts over them, like a magic carpet. Shoddy manoeuvres are simply Tipp-Exed away; the XE isn't as much a compact executive as it is a mobile image consultancy: everyone's a hero.

Sure, the V6 is borrowed, and therefore less special; but a heavy hoof is nonetheless rewarded with a gentle whine from the supercharger, as a reminder that for all its refinement, this feline can still be feral at heart.

In South Africa, all petrol models will be available from September; the diesels, from November. The local line-up comprises an all-new 132kW/240Nm two-litre diesel, strangely mated to a 6-speed manual or the smarter 8-speed auto, a 177kW two-litre petrol auto (with stepped spec options called Prestige, Portfolio and R-Sport), and topped for the moment by a 250kW supercharged three-litre V6 S model. The company already has a 405kW/680Nm V8 engine available, remember, and Jaguar's Special Vehicle Operations will see to it that the rabid

- 1 Switchgear shared with fellow contemporary Jags and Land Rovers. Familiar and familial
- 2 Drive mode selector tricky to toggle without taking one's eyes off the road
- 3 New InControl infotainment features smartphone connectivity and on-board wifi. Optional, obviously
- 4 Satnav standard across the range. Still managed to get us lost. And men hate asking for directions
- 5 Laser-based heads-up display is a segment first. Said to be clearer and less susceptible to glare

## THE RIVAL



**BMW 335i**  
Less grunt but also less thirst. Still the driver's choice, but the new one can't come soon enough

## SPECS

2995cc, V6 supercharged petrol, RWD, 250kW, 450Nm 8A 8.1l/100km, 194g/km CO2 0-100kph in 5.1 sec, 250kph 1665kg R Not yet



CITROËN C4 CACTUS 1.2 PURETECH TURBO SHINE

# Horny thorny

So the Cactus finally spreads its roots in SA – but is it weedy, or a worthy winner? **BY JOHAN LINDT**

**A** good friend of mine has a Mazda MX-5. I used to marvel at how little it weighs. In this modern age of safety features and crumple zones and elaborate entertainment systems, 940kg seemed like an engineering impossibility.

Those days are so over. Just recently I had to eat those exact words at the Citroën C4 Cactus launch. Yes, God knows how they did it, but the French have built a hatchback/crossover pseudo-SUV that, in entry-level 60kW Feel form, is just 25 kilos heftier. 965kg. *Sacre bleu*.

The design is equally up to date. Citroën is on an architectural roll at the moment, and the C4 Cactus reflects that. In a segment in which most cars look more or less the same, it manages to stand out, with its squinting headlights, slender glass-house and floating roof. But what really sets it apart from the rest of the pack are the patented Airbump cushions spliced into the doors. Fashioned from thermo-plastic, they've been designed to absorb the dents and dings dished out by inconsiderate members of the motoring populace.

The interior is refreshingly simple, as most of the car's controls have been incorporated into a centrally mounted touchscreen. Apart from the rotary dial for



## VERDICT

Unconventional looks with pleasing dynamics. Good value, too.

7/10

## THE RIVAL



**NISSAN JUKE**  
An uglier, dearer and less well-equipped way to make a statement.

the lights, there's not a single mechanical switch to be found on the dashboard. The sofa-esque seats are amazingly comfortable, and standard equipment levels are high. Even the bargain 60kW Feel model gets Bluetooth, cruise control, and a USB port, plus satellite steering-wheel controls. The range-topping Shine derivative ups the gadget ante with hill-start assist, a colour reversing camera, and satellite navigation. There's no tachometer or temp gauge, though.

Across a typically dreary launch route through the congested mean streets of Johannesburg, the C4 Cactus proved itself to be a fairly good steer. Although it's certainly not the most dynamic car in its class, it rides well, soaking up most asphalt

irregularities with ease. Simple to manoeuvre and nimble around town, it's no slouch out on the open highway, either. The 81kW Shine that I drove held a steady 150kph cruise without feeling even the slightest bit flustered.

Considering its size, looks and generous cache of features, I was expecting the Cactus to weigh in at over the R300k mark. Wrong. With the least powerful model starting at R224 900, this succulent is surprisingly good value. Even the all-singing, all-dancing daddy of the range is a reasonable R289 400. It's a sweet deal for a striking, in-with-the-out-crowd kind of car that will polarise opinion wherever it goes. If I were a Nissan Juke, I'd be sweating right now.

**SPECS** 1199cc, 3cyl petrol turbo, FWD, 81kW, 205Nm 5M 4.7l/100km, 107g/km CO2 0-100kph in 9.3sec, 188kph 1020kg R289 400





DISCOVERY SPORT

# Freelander 3.0

Junior Discovery, or rugged, seven-seater Evoque? **BY LANCE BRANQUINHO**

**S**kiing and smoking. Sailing and smoking. Fish-eagle encounters and smoking. If you were a Tuesday-night discount movie regular in the early 1990s, you'll remember the aforementioned vividly, from a time when tobacco marketing people flashed gloriously overproduced shorts at you before the main attraction started flickering on the screen.

It was all outrageously absurd: obscenely attractive people being boundlessly athletic and smoking without consequence. The Camel ads lingered, though. If you wanted to find fish eagles or were hopelessly lost in the jungle, things improved the instant you lit a Camel. I believed them; you did too. Why? Well, back in the 1990s, for a week each year, yellow Land Rover Discoveries would convoy an event called the Camel Trophy, which was the absolute pinnacle of 4x4 exploration and adventure.

Ironically, the last of these adventures (1998) featured the worst car Land Rover ever built: the Freelander. Utterly unreliable and dreadfully complex, it was sympto-



## THE RIVAL

### BMW X3

**Disco Sport better over rocks and on gravel; but X3 has that badge, and a superior range of engine options.**



## VERDICT

**Not cheap, but so much more likeable than the Evoque for the South African market.**

**8/10**

matic of Solihull's late-1990s dysfunction. Consequently, if you should make any reference to the rather orange car atop this page as a Freelander 3, Land Rover's marketing people will politely correct you. 'Discovery Sport', they'll say. Quite.

It's oddly reminiscent of when the Evoque was launched – as a Range Rover. You'll recall the rage and upset among Vogue owners about this four-cylinder Range Rover, sans low-range and (scandalously) approved by Victoria Beckham. Four years later, Land Rover can't build enough of them. Imagine the Disco Sport as an African evolution of the Evoque.

Crucially, despite adding a third row of seats to the Discovery Sport, Land Rover's somehow netted a 279-litre luggage-space gain over the similar-sized Evoque. How? Sheer suspension engineering genius, replacing the rear struts with a clever multilink

set-up. And there are benefits beyond packaging: superior wheel geometry movement over broken terrain, 100mm better wading depth, and a three-degree-greater approach angle, too. An evolved Terrain Response system and ZF's ridiculously over-gear'd nine-speed auto mean off-road ability's only limited, predictably, by the Discovery Sport's road-biased tyres.

No sacrifices on-road either: it's 3.5 secs faster than the Freelander 2 around Goodyear's Mireval test track in France. Tallying 140kW, supported by 420 torques, the Disco Sport diesel's only 0.7 sec slower to 100kph than its ST-powered 177kW Si sibling, while draining a quarter less fuel.

Another Camel Trophy car it is not, but the Disco Sport will proficiently get you within range of that fish-eagle call. After that, whatever you light up is an entirely private decision.

**SPECS** 2179cc, 4cyl turbodiesel, AWD, 140kW, 420Nm 9A 6.1L/100km, 161g/km CO2 0-100kph in 8.9 sec, 188kph 1744kg R692 300





AUDI Q7 3.0 TDI QUATTRO TIPTRONIC

# Vorsprung durch (too much) Technik?

The new Audi Q7 isn't just a luxury SUV; it's also the iPhone 7. Pity it doesn't quite fit in your pocket **BY BRAAM PEENS**

**W**hatever happened to Al Gore? The inconvenient truth – version 2.0 – is that technology, for all its benefits, is mostly only making our lives more miserable.

Do you know a single soul who doesn't suffer from FOMO? Cn ur kidz stil typ a snnts? Has 'number of retweets and Facebook likes' become the solitary gauge of coolness among teenagers desperate for approval from their peers – so much so, that they've become too afraid to just live?

Sound familiar? Then there's an Audi school wagon just for you. It's the new, second-gen Audi Q7; and truthfully

– and a little bit scarily – its standout features seem more concerned with terabytes than torque.

The headline stat for the new Q7, in development since 2009, is that it's up to 325kg lighter than its slightly larger predecessor, and responsible for a related fuel-consumption saving of 28 percent. Of course, Audi is quick to point out that it's now the lightest and most fuel-efficient car in its segment.

The (short) car bit: the Audi is built on a second iteration of Volkswagen's MLB platform, and holds the DNA for the next-gen Touareg, Porsche Cayenne, Bentley Bentayga and Lamborghini Urus. South Africans will be able to

choose from two Q7s: a three-litre turbodiesel V6, detuned from 200kW to 183kW (blame our filthy fuel), but torque unchanged at 600Nm, and available from September; as well as an all-new two-litre TFSI in January 2016, good for 185kW and 350Nm. Prices are set at R890 000 and R840 500 respectively.

Already confirmed for next year is an SQ7, likely to be powered by a turbodiesel V8, its pair of turbos said to be electrically driven rather than by exhaust gases, and rumoured to deliver in the region of 335kW/810-ish Nm. Sharing is caring, as is always the fashion in the VW Group, so you can also expect to see this engine powering some of the Audi's SUV cousins in the not-too-distant future.

And now, the (long) techie bit. The Q7 is now proudly peerless as the most driver-assisted SUV you can buy. Its expansive suite of aids – most of which are optional, mind – range from the company's virtual cockpit (first seen on the new TT), to collision avoidance, adaptive cruise control (which effectively drives the car by itself in rush-hour traffic, at speeds up to 65kph), four-wheel steering, cross-traffic

## SNAPSHOT

### IN DETAIL



Audi's virtual cockpit is here, too; and yep, it's also optional



Gear lever doubles as wrist rest when using touchpad

## VERDICT

**Q7 swaps armour for circuitry. Aces the science exam, but can it kill the catwalk?**

**8/10**



## SPECS

2967cc, V6 turbodiesel, AWD, 200kW, 600Nm 8A 5.7 l/100km, 149g/km CO2 0-100kph in 6.3sec, 234kph 1995kg R890 000





## LIFE INSIDE

assist (similar to Ford's pull-out assist), trailer park assist, predictive efficiency, and onboard 4G WiFi for the removable headrest-mounted 10-inch tablets; as well as an Nvidia-powered, modular (read: 'with upgradeable hardware and software') next-gen infotainment system. The latter is of particular significance, as vehicle life cycles simply cannot keep up with those of mobile devices – a problem now solved. So serious is Audi about its future tech integration that their engineers are predicting that in two years' time, the mobile phone industry will be overtaken by vehicle manufacturers' demands for processing power.

But we didn't fly to Verbier in Switzerland only to hear about microprocessors and infotainment systems; though admittedly the test route was limited to a mere 55km per journalist, most of which was on dreary highways policed by nuclear-missile-carrying fighter jets. Which was ever so slightly redeemed by a quattro-assisted climb into the perma-white Alps; but either way, there wasn't a, er, snowball's chance of obtaining a full dynamic analysis. In short, the Q7 now looks more like a big station wagon than a high-riding SUV, and drives like one too – which is to say, it feels smaller



## THE RIVAL



### VOLVO XC90

**An even more left-field choice than the Q7, but a good one. Both cars have 7 seats, and both are built to conquer nothing more than snowy slopes. One will have shocking resale value; and it's not the Audi.**

than before, and more manageable on narrow roads: altogether, a very good thing. And the interior is a masterclass in airiness, spaciousness, laser-cut precision, and timeless beauty. An Audi's Audi.

There's also a new centre differential, able to split torque between front and rear – to 40/60 by default, though it can vary as far as 70/30 or 15/85. As before, there's no low-range transfer 'box; so serious off-roading is best reserved for your G-wagon.

Not that you'd ever feel the need for such frivolous foibler. Though the picturesque, snow-tipped, biscuit-tin-lid Alps were a perfect play-place for the launch of the Q7, splashing through

- 1** Full HD camera combined with onboard internet allows video calling on Skype
- 2** Choice of ICE is between Bose or 23-speaker B&O delivering 1920 watts. Both deliver 3D sound
- 3** Touchpad allows handwriting and pinch-to-zoom. Makes scroll wheel redundant if used with voice commands
- 4** Vent now runs across entire width of dashboard, which is kept low to add extra visibility and light
- 5** Aviation-style throttle gear lever palms perfectly; park is now selected via a button operated by your thumb

slush is about as extreme as most Q7s in Europe will ever do; and those in SA will do even less.

If it's impeccable build quality and engineering excellence you're after, devoid of the baggage of a BMW or Mercedes badge, you'll never go wrong with a Q7. It's a car that *had* to be good – and it *is* good – for it carries the seeds of the VW Group's next generation of SUVs.

The only caveat is that by the time they've spawned, you may be reading about them in a computer magazine instead of this one.





RENAULT CAPTUR EDC DYNAMIQUE

# The French are revolting! Again.

It's called the B SUV Segment, and it's getting crowded. Here's the car Renault would like to be its champion. **BY CALVIN FISHER**

**W**hat the hell is this? Quickest answer, a stilted Renault Clio; and in truth, there's not much more to it than that.

Aesthetically the Captur pleases me, sort of boiled-sweet-meets-high-end-sneaker, with chunky 17" alloy hoops dominating each corner. It looks this good because the 2011 concept car on which it's based looked great, and Renault have managed to retain most of the swooshy metal and crystal-like illumination clusters fore and aft – always nice when they get that right.

But the game has moved on, and the once-dynamic styling now looks 'just right' – compared to the other Frenchie, the Citroën Cactus, which looks like it should be prefixed with a 2020 date stamp. However, the Captur does enjoy two licks of paint at a time. Renault calls it 'bitonal'; and what it means is, you can colour yours like a Surf Joy ice cream from the 1990s, dipping into their groovy palette of ivory whites and sunset oranges. There's also 'Pacific Blues' and other feel-good hues to choose from,



## THE RIVAL



### FORD ECOSPORT

Similar format to the Captur, in that the EcoSport is a lofty Fiesta. Similar pricing, more sensible drivetrains.



## VERDICT

Bad relationship between transmission and engine ruins a wonderful French offering.

5/10

to evoke a general sense of bespokeness, or... something or other. But let's rather look at some of the hard points.

Such as, there are three models on offer; two iterations with a 3-cyl 66kW/135Nm mated to a manual transmission (base Expression at R219 900, or posher Dynamique at R239 900), and then the range-topper we drove. It's called the Dynamique EDC, the latter bit denoting a 6-speed dual-clutch auto 'box, it's blessed with 88kW and 190Nm, and is yours for R279 900. Which is a lot of money for a car that struggles to go, if I'm honest.

Allow me to illustrate. You're ambling up to highway cruising speed, comfortably trailing behind the slower vehicle ahead of you, when you spot a clear opportunity to overtake. So you indicate your intentions,

then nail the throttle. The revs climb enthusiastically, the little 3-pot drone whirrs up several octaves, you pull into the oncoming lane, and – pedal verily to the metal – just sort of... hang there. And hang. And hang.

By now, the oncoming lane has filled with some scary-looking traffic, and you're forced to tuck back behind the slow car you never quite got to overtake. Humiliating? Yes. Somewhat dangerous? If you're the gung-ho type, for sure. The truth is that while a dual-clutch automated manual sounds like a good idea, there's just no need for it in something with this little shunt to begin with. So you barely shunt at all. I'd love to have driven the manual instead, even at 22kW less, as I'm sure it would cope better at the Reef. And at R219 900 it makes for bloody good value, too.

## SPECS

1197cc, 3cyl petrol turbo, FWD, 88kW, 190Nm 6A 5.4l/100km, 125g/km CO2 0-100kph in 10.9 sec, 192kph 1180kg R279 900



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Three years ago, the Furtive-eGT from Exagon Motors was little more than a polystyrene model. As the first ever electric GT, it was a project of pure passion for performance and innovation that Michelin was keen to share. But Michelin's role went far beyond tyres. Our thinking helped develop the chassis, suspension and the front and rear drive trains. Michelin provided a team of enthusiastic experts, a test driver and the Michelin test track. Of course, when you can summon up 400 horses at the

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A better way forward



# PROVING GROUND

We've driven the Merc-AMG GT S  
on the smooth surfaces of Germany;  
but how will it handle the *real* test of  
a car – the knackered tarmac of the UK?

WORDS: TOM FORD /  
PICTURES: JUSTIN LEIGHTON





F

ortified by an entire packet of calming biscuits and arguing furiously, we attempted to figure out why we'd ended up here, in the village of Haltwhistle. As did a crowd of curious locals.

We knew *why they* were there. The AMG is painted in what appears to be liquid sunshine; and yes, the car has the kind of panting, off-kilter chunter that speaks of lavish engine capacity. They'd never seen anything like it. But that didn't explain our arrival in a tiny village somewhere in Northumberland.

The answer, as it turns out, was roads. Some of the best undiscovered roads in the UK. Deserted minor routes with the sort of warp and weft that race-track designers can only dream of. But also, as it turns out, the kind of bumps that race-track designers tend to iron out with a vengeance, lest precious racing cars become carbon-fibre fog. This is not easy country for anything without a bit of subtlety to the suspension, more the kind of back road that suits something small, chuckable and forgiving. Nirvana for a decent hot hatch, for example. The Merc fits the bill: it's a surprisingly practical hatchback – and equipped with a 375kW bi-turbo 4.0-litre V8 driving the rear wheels with enough belligerence to get to 100kph from rest in under four seconds, not so much hot as searing. It's also just over two metres wide between the mirrors, snake-belly slung, and more than a little stingy with its sightlines. Not sure the 310kph top speed will be entirely relevant here, either.

It certainly gets plenty of attention in yellow. It isn't quite the pure high-dollar aggression of a supercar, but defiantly something special.

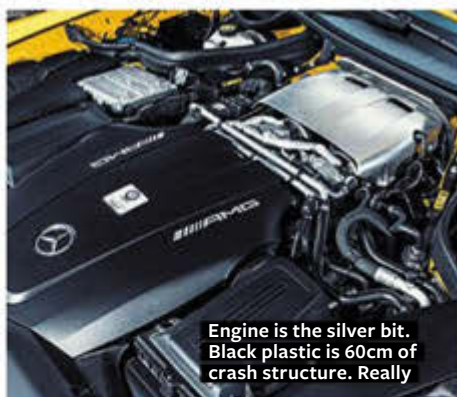
And it made quite an impression on the regular patrons of the A1 Northbound, which means I'm now an expert in lip-reading various forms of astonished swearing. But despite the sensual aesthetic, it doesn't bode particularly well that on the drive up, the ride has been the firm side of restless. The GT S, despite having a setting marked 'Comfort', hasn't really got any, and still manages to be quite insistent on sniffing out lumps and bumps and making friends with as many as it can find. It doesn't help that this car is fitted with the AMG Dynamic Plus package, which provides firmer suspension and dynamic engine and transmission mounts (as well as a specific engine application in Race mode), but it's certainly not going to trouble an S-Class in terms of distance cruising ability, even in its most benign settings. The AMG Speedshift DCT seven-speed 'box also requires a solid press of the throttle to engage the clutch and gain any initial forward momentum – leading to slightly irritating bungee-style start-stop behaviour in town – and quickly selecting reverse from first, three-point-turn style, can be irritatingly clunky.

In fact, my abiding initial impression is that it feels a lot like that gull-winged SLS of five years ago – with steering ever-so-slightly dead in the very middle, then quite a speedy rack from then on. Chuck in the cab-rearward profile – there really is an acre of sunshiney bonnet ahead of you – and the pivot point of the car feels slightly odd: like you steer the front wheels and then follow them a microsecond later, rather than moving as

one. Still, there are worse places to be, what with that V8 gargling away up front and the sun blaring down. We were getting a bit under 10l/100km (from a quoted 9.6l/100km on the combined cycle) on the quiet, multiple-hour run up to the bottom of the Pennines. That lasted about seven minutes. Seven minutes, because that's about as long as it took to clear the immediate signs of human occupation, hit Sport+ mode and punch the throttle. Full tilt through the countryside, and we were looking at a scary 31.4l/100km; but by this point, I didn't really care: The GT S had become a sonic avalanche, and my ears were on fire.

The AMG GT makes the kind of noise that I thought we might be losing from modern cars. It's not subtle or clever (it might have valves in the exhaust, but they flop open in anything other than Comfort, or if you press the 'noisy' button on the centre console), but it does sound hair-raisingly righteous on hard throttle. As in old-school V8, chewing air and fuel like it means it. Back off, and it sneezes through the turbo wastegates and chuckles like a drunk Father Christmas – ahur-ahur-ahur – before spitting a huge whipcrack of a backfire. Then it's back to that Spitfire soundtrack all the way up through the gears. The gearbox suddenly comes to life, punching the changes with grace and fluency, and not upsetting the car one iota.

The suspension gets even firmer in the various ever-more-aggressive modes, but even though it's too solid for this kind of incessant tarmac hiccapping, it's worth it to feel those dynamic engine and suspension mounts tighten the car up generally. They essentially lock the engine and transmission hard to the chassis (bad



Engine is the silver bit. Black plastic is 60cm of crash structure. Really





for comfortable cruising, good for preventing polar inertia in big, heavy driveline components), removing the dead spot from the steering and making it feel not unlike a proper racecar in its reactions: too hypersensitive for the road, but decisive and immediate.

Raw grip is immense. In fact, given that the car stayed true to its line on some weirdly cambered, tightening Cumbrian corners, I was surprised it hadn't actually grown roots. But push past that comfort zone, which is much higher than yours will probably be on a public road, and the GT S becomes a proper handful. Without the physical or intellectual comfort of a decent shoulder – something these moorland roads are famously ungenerous with – the AMG GT gets snatchy and raucous.

If you're being tidy, you're as likely to unwittingly unsettle it as to accidentally push over a tree stump. But intentionally brutalise it, and that 380-odd kW and 650Nm will unglue the rear tyres pronto and provide you with a touch of understeer and a quick swipe of oversteer. Couple that with the now-switchblade sensitivity of the wheel, and the significant sensations are that this intensely yellow coupé feels darty and aggressive: it's not the kind of progressive transition to oversteer that you get from some cars, the ability to place them even when the rear tyres are trying to overtake the fronts. I'm sure with a bit of space, time and tyre budget you'd get more used to it, but this is not a car I felt comfortable sliding about in without some serious practice somewhere with padded gravel traps. Now, I know that a car that you really have to manhandle is its own kind of fun, but if you decide to give a GT S a bootful on the road with the traction control turned off, you'd better be very sure of yourself and have the oversteer control reactions of a BMW Z3 M Coupé owner. When push comes to shove, the GT S is actually a hot rod. Underneath the tech and golden prettiness, it's downright a raw-knuckled, bare-fisted brawler.

Merc-AMG could easily have aped a 911 in feel



and made this car very different. The engineers could have made the GT neutral, forgiving and safe, or even all-wheel drive. They could have made it sound cultured, instead of like someone kicking a drum kit down a flight of stairs, and they could have given it a huge glasshouse and four seats. But they didn't. They made a car that was indisputably what it is: an AMG.

By pretty much any metric, this car does not move the sports-car game on. Its technical competence is hidden behind an immoderate onslaught of combativeness. It's noisy, hard work and hurts a bit. Like trying to hold an explosion. But I guarantee that if you buy one with heart rather than head, because you like the way it sounds, or looks, or makes your heart beat like an over-caffeinated shrew every time you drive it fast... you won't be disappointed.

Or will you? Let's see how it holds up to some competition. Turn the page... **TG**

Slightly dead in the straight ahead then very speedy rack either side



**"IT SOUNDS HAIR-RAISINGLY RIGHTEOUS ON HARD THROTTLE"**

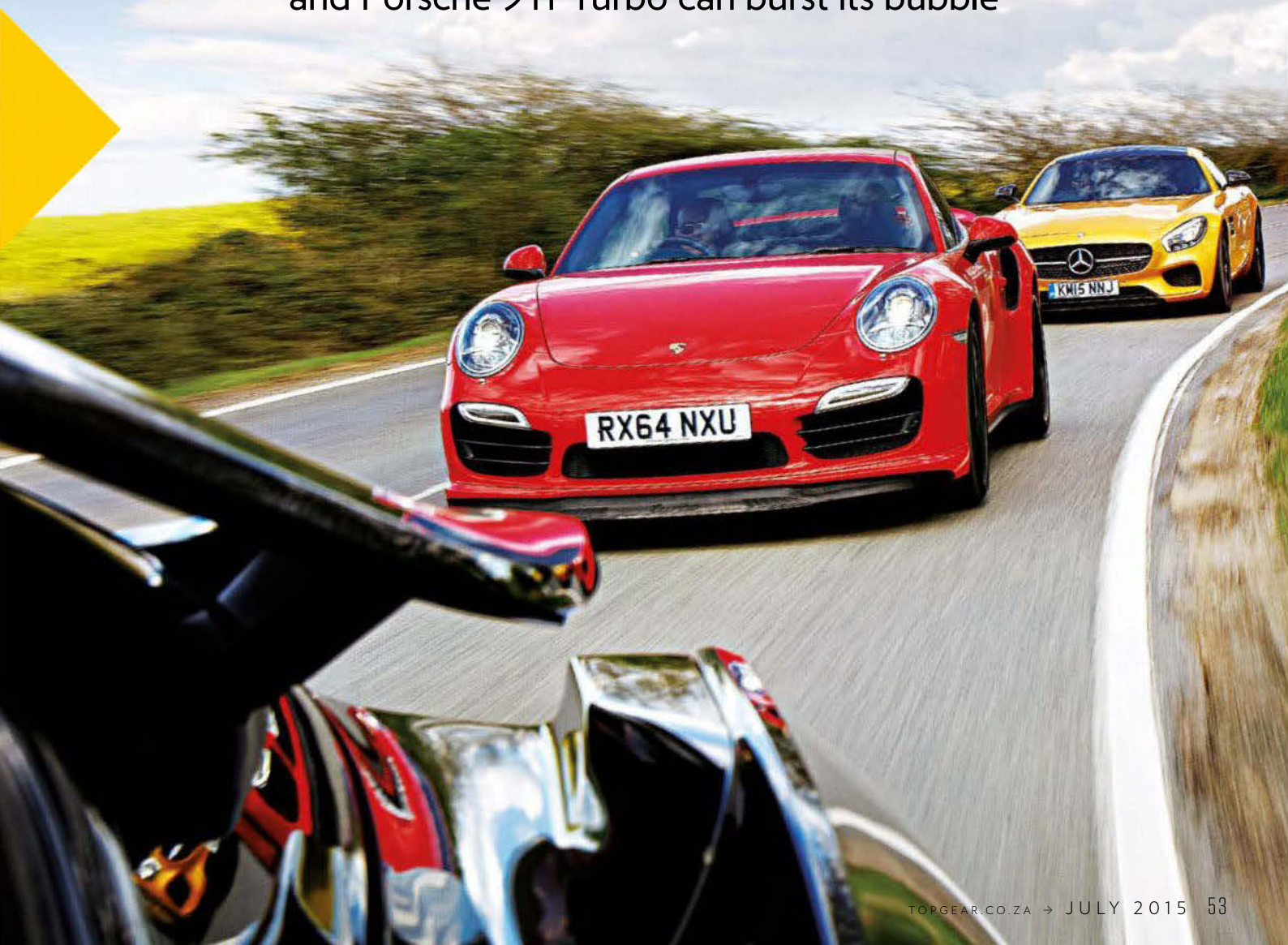




WORDS: OLLIE MARRIAGE /  
PICTURES: JOHN WYCHERLEY

# THE BRAWN ULTIMATUM

The AMG GT is back from its back-roads jaunt, and full of confidence. Time to see if the BMW i8 and Porsche 911 Turbo can burst its bubble





# F

For R33 000, you can have your AMG GT with the Dynamic Plus package. Have it. Not because of the dynamic engine and transmission mounts or the 'specifically tuned' suspension that's included, but because it comes with an Alcantara (okay, Dinamica microfibre) steering wheel. Just the thing for soaking up those sweaty-palm moments. Which, as you might already have gathered, the GT is pretty adept at delivering.

It did so in the Pennines, and now it's pretty busy doing so in the Lincolnshire Wolds. Sometimes you just wish the AMG GT would settle down a bit, stop being so fractious.

Maybe it's upset by our reception committee, or by the fact that it's not leading right now (you get the impression the GT likes to be in charge, and gets grumpy when it isn't). Instead it's at the back of the line, forced to stare at the plump, rounded haunches of the 911 Turbo up front, and the skinny little tyres of the wingleted i8.

That i8 is really not the Merc's cup of tea. Pretty much the polar opposite, in fact. Where the AMG is all noise and drama, the BMW is glide and sophistication. But as we've found on every occasion, you should never underestimate the i8's ability to amaze you – both as an object of desirability, and as a driver's car.

The 911 Turbo is the link pin between the two extremes. It has the twin-turbo impact of the AMG, but the four-seat cabin and four-wheel-drive security of the BMW. That's probably forcing the issue a bit – the Porsche is more aligned with the Mercedes, a 383kW motor designed specifically to get itself down a road as efficiently and rapidly as physics permits. As far as price,



performance and capability go, this is the benchmark Mercedes must have had in mind.

At least as far as the metric data goes. It's not like the chassis templates have much in common: front-engined two-seater plays rear-engined four-seater; the Merc channelling SLS leftovers, the 911, 50 years of heritage. The BMW is different – intoxicatingly so. Carbon-fibre tub chassis, the guts to downsize to a genuinely small engine, radical aero, even an acceptance that cornering speeds don't need to be so high.

And they aren't. The BMW puts roughly a third less rubber on the road, and if you're

pushing on, it's around 15kph slower through any given corner. It also has the most over-protective traction control; but drop that back a notch, remind yourself that last-gasp braking efforts followed by abrupt bungs at the apex will only result in quickly overheated discs and unsatisfying understeer, and you're set for a good time. No, a great time.

You have to accept that you can't do the lead-foot, scruff-of-the-neck stuff with the i8. Some adaptation is required. You have to work to the lower limits; feed, thread and soothe it through corners. Do so, and you soon realise you're covering ground at a fair old lick – it conserves momentum so, so well, the i8. And all the time, you have this fascinating powerplant pushing you along, instant electric shove and artificially-enhanced three-cylinder top notes.

The noise. It doesn't offend me so much now. Maybe I've got used to its warming thrum, but it's on a par for volume and aural appeal with the whooshiness of the 911 Turbo, which only hardens into something more angry right at the far end of the dial. The Merc is on a different level altogether. It's as if the exhaust somehow bypass-



Some primary colours in search of simple pleasures





**“YOU HAVE TO ACCEPT YOU CAN’T DO THE LEAD-FOOT, SCRUFF-OF-THE-NECK STUFF WITH THE i8”**



The cars line up for a Le Mans-style start; the drivers finish their bacon baps first



Seems all German cars have big satnav screens. This is good



## MERCEDES-AMG GT S

**Price:** R1.99m  
**Engine:** 3982cc bi-turbo V8,  
375kW @ 6250rpm,  
650Nm @ 1750-4750rpm  
**Performance:** 0-100kph in  
3.8sec, 310kph vmax  
**Transmission:** 7spd AMG  
Speedshift DCT, RWD  
**Economy:** 9.6l/100km,  
224g/km CO<sub>2</sub>  
**Weight:** 1645kg

## PORSCHE 911 TURBO

**Price:** R2.4m  
**Engine:** 3800cc bi-turbo flat six,  
383kW @ 6500rpm,  
660Nm @ 1950rpm  
**Performance:**  
0-100kph in 3.2sec, 315kph vmax  
**Transmission:** 7spd PDK, 4WD  
**Economy:** 9.7l/100km,  
227g/km CO<sub>2</sub>  
**Weight:** 1595kg

## BMW i8

**Price:** R1.75m  
**Engine:** 1499cc 3cyl turbo  
+ e-motor,  
266kW @ 5800rpm,  
570Nm @ 3700rpm  
**Performance:**  
0-100kph in 4.4sec, 250kph vmax  
**Transmission:** 8spd auto, 4WD  
**Economy:** 2.1l/100km,  
49g/km CO<sub>2</sub>  
**Weight:** 1560kg



es the muffling effect of the turbos completely. This is hedonistic, expansive stuff, a bellowing V8 that hasn't lost its mojo at all.

It's also fiercely responsive in a way the 911 can't match. The Porsche takes longer to gird its loins, to summon up the sinews; so given an overtaking opportunity, the Merc will pull out the hard yards first and do so with more passion and drama, nose lifting up, rear wheels tucking themselves deep into the arches. The Porsche is quicker on paper – of course it is, it's four-wheel drive – but out here, on real, normal roads, GT and Turbo trade equally savage blows.

But here's the surprise – the i8 isn't often left behind. That same overtaking opportunity? The BMW will nail the deal first, the revless, gearless e-motor providing an instant zap of peak torque that delivers a snap to your neck better than either rival. OK, given more space – the sort of dead straight, treeless roads we eventually find out in the Fens of eastern England (if *Tron* did agriculture...) – the i8 will start to lag. But how fast do you need to go when you're dealing with 100kph speed limits?

However fast it is, the Merc wants to be going faster. This is an angry car. You get the impres-

sion that Mercedes were about to make it a direct 911 rival and then thought, "No, let's make it more hardcore." So the actual feel and tightness of the car, it's more GT3 than Turbo. But that doesn't mean it's better to drive than the Porsche. Because it isn't.

The Porsche is devastating, reassuring, digs itself deep into corners and comes rocketing out the far side. It's a weapon. A missile. It's not the last word in tactility and feedback (although it still has the best steering of these three), but it's so stable and effective and so rarely puts a foot wrong that you can't help but just nod sagely in admiration and disbelief at what it's just done to a difficult piece of road.

Not the Merc. This is a man's car – and I do mean that in the full BarOne-fireman sense of the word. It would call you a wuss if it could, the AMG GT. I have no doubt it would be utterly blistering around a smooth race track – it was at Dunsfold, on the *TG* TV show – but on a bumpy road? Not so much. I fiddled endlessly with the plethora of settings, and finally settled on having everything toughened up as much as possible. Slacken the dampers and you introduce a bit of pitch, heave and jiggle; tighten them and you

don't make the ride any worse, but you do stop all the masses moving about.

It's a snatchy, fighty car. Drive fast, and you need to have your wits about you – the margin for error is small. I'm sure some people will like this, will like to boast that they own a car that'll put hairs on your chest, and I'm equally sure Mercedes engineered it to be like this. But it's too much, especially when the steering is overly light and insensitive around the straight ahead, and then whips into corners if you put a touch more lock on. It's unsettling, unrelaxing, hard to trust. Yes, it's exciting, but not in all the right ways.

These are three very disparate cars, and you could construct an argument for any of them to win. But despite that, despite the fact that I usually have a deep and abiding love of beefy rear-drive Merc AMGs, the GT finishes last. The other two are harder to separate; but in all honesty, if the god of road tests descended and told me I could drive away in one, it'd be the i8. I can't tell you how much it surprises me to be putting a petrol-electric ahead of an AMG and a 911; but the BMW is not just a sporty hybrid – it's a car that's enthralling and mesmerising, on so many levels. **TG**





The 911 speaks. And it says: "I'd like a 'P' please, Bob"



AMG out in front.  
Literally, not  
comparatively

# "HOWEVER FAST IT IS, THE MERC WANTS TO BE GOING FASTER. IT'S AN ANGRY CAR"

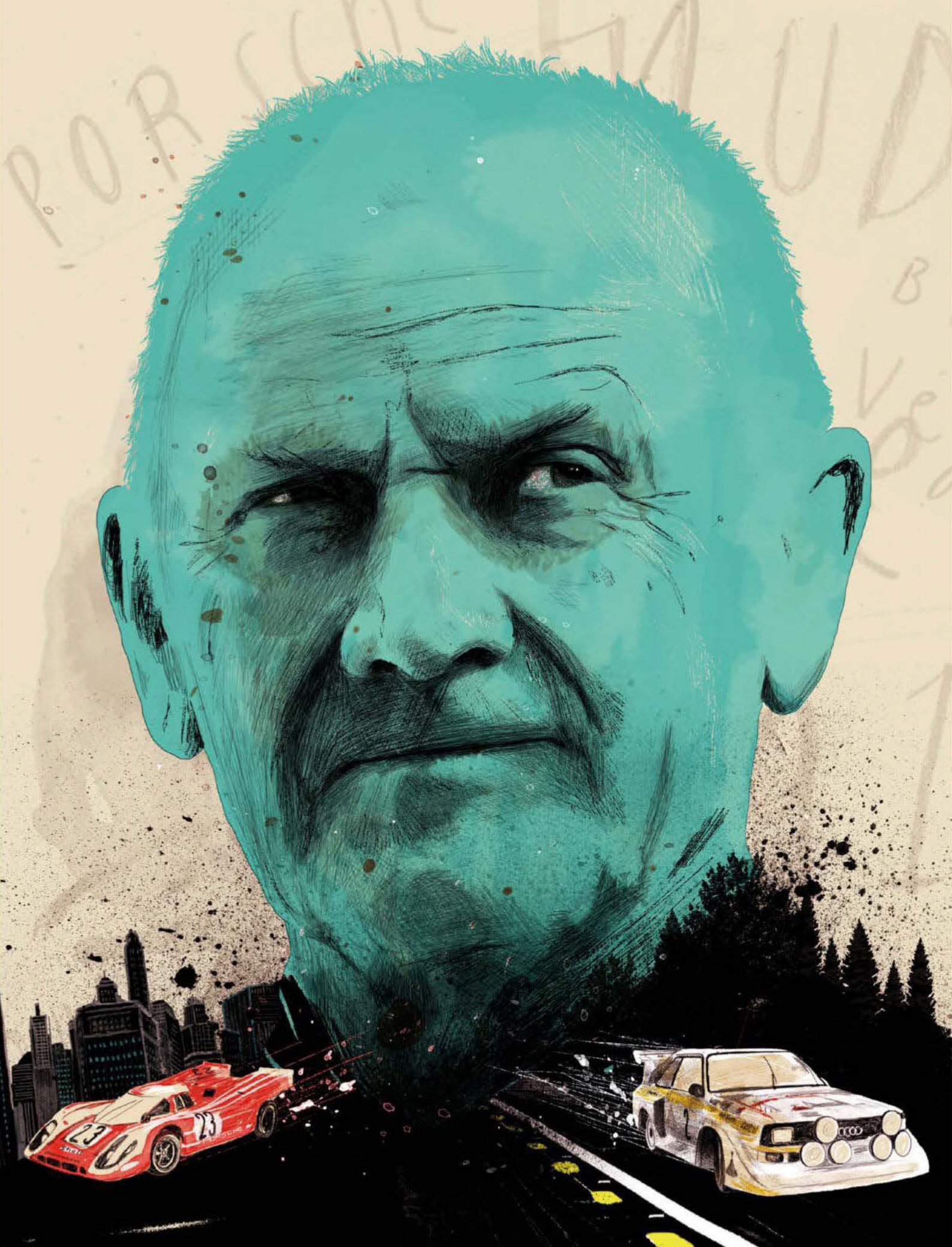


**THE ONE  
THAT GOT  
AWAY**

The Jaguar F-Type doesn't take itself nearly as seriously as the AMG. This is the updated version, complete with electric power steering and 4WD – we tried very hard to incorporate it into the test (likewise a Nissan GT-R), but couldn't make the dates work. Shame, as it would have done well.

It doesn't have the same focus and control as the Merc, but it's a bombastic machine – and 4WD has transformed its B-road abilities. You've got traction now, lots of it, so it's less heart-in-mouth, but with 404kW, still stupendously fast. Plus handsome of line and rowdy of exhaust. I'd have it ahead of the Merc...







# FERDINAND PIËCH

## THE MAN BEHIND THE RISE OF THE MACHINES

*TopGear* delves into  
the enigma of the  
man responsible for  
the quattro, Veyron,  
XL1 and 917

WORDS: PAUL HORRELL /  
ILLUSTRATION: PETER STRAIN







### IT'S IN THE GENES

Ferdinand Porsche, Piëch's grandfather, designed the original Beetle, among other landmark early German cars



# G

enerally, the departure of car company chairmen is a matter for the ghetto of the business pages. It might slightly move the share price or affect the careers of the management underlings, but it's of precious little concern to you and me. Ferdinand

Piëch's resignation at the end of April, though, is something we all need to mark. Oh, sure, he was responsible for growing the Volkswagen Group into an enterprise for which 600 000 employees build 10 million cars a year, and accumulating mainstream and exotic brands like a stamp collection... but mostly it's about the cars. Ferdinand Piëch has had more effect than pretty much anyone else on the cars of his company. And on his rivals.

Why the fuss over Piëch's departure? He wasn't even the day-to-day CEO of the Volkswagen Group. Hadn't been since 2002, though he had been CEO during some transformative years leading up to that. From 2002 until now he has actually been chair of the supervisory board, a German structure that oversees the main management board, but doesn't directly run the company day-to-day. But you can be sure Piëch has been an extraordinarily powerful back-seat driver all those years.

So he'll be missed. His commitment to engineering excellence, his brutal spirit of competition and his visionary outlook will see to that.

Let's start with the engineering. **His grandfather, Ferdinand Porsche, designed the Beetle** and the Mercedes SSK, and his uncle started the Porsche sports-car company. Bit of a pedigree, then. An early personal project of his was to design the **Porsche 917**, one of history's most successful and awesome racecars. But he bickered with his siblings and cousins, so they all agreed to come off the Porsche board. They kept sizeable shareholdings, though. Which wealth meant none of them ever needed to work again.

But Piëch immediately started an engineering consultancy. From this came the OM617 five-cylinder diesel engine for Mercedes-Benz. It was Merc's first premium passenger-car diesel engine. A diesel. And a five-cylinder. Remember those things as we meander further through Piëch's later career.

Before long, he was appointed chief engineer at Audi. This Volkswagen subsidiary was struggling in the shadow of Mercedes and BMW, despite having sprung out of Auto Union, the magnificent pre-war enterprise for which his grandfather, Ferdinand Porsche, had designed 16-cylinder GP engines. During the 20-year Piëch era – he later became Audi boss – the company introduced the five-cylinder petrol engine, the quattro, galvanised and then aluminium bodies, advanced low-drag shapes and world-leading diesels. Audi became a proper high-end player.

In 1993, he took on the job of running the whole Volkswagen Group. It was mortally wounded, close to bankruptcy. He set about using his engineering expertise to slash costs and improve the cars, most critically by his platform strategy.

I once asked him what had mattered most of all the things he'd done at Audi. He said it was moving the 80, 90,

100 and 200 onto a common platform, hugely increasing parts-purchasing volumes and reducing costs. At VW he immediately moved the Passat onto the same platform, having the same effect.

From that thinking came his biggest move, the one thing that should probably be inscribed on his monument stone: the MkIV Volkswagen Golf and the platform strategy that gave us all its relatives. The vast flowering of models, from the first TT to New Beetle to droves of Seats and Skodas. It meant huge cuts in costs and in engineering time. Instead, the money and effort could be poured into making better interiors and an even wider range of cars. It has become standard practice in multi-brand car companies.

Sometimes the press grumbled the Golf and its platform-mates were too similar, but Piëch believed he could grow the group overall by having more brands competing with each other. "Many rods catch more fish," he used to say. Indeed, competition was the fuel for his fire. Not just with other car companies, but even within the Volkswagen Group itself. He delighted in setting engineers from different divisions against each other, needling each into doing their best.

His leadership turned the VW Group around. But it wasn't enough for him. He went on a buying spree, acquiring **Bentley**, **Bugatti**, **Lamborghini** and **Scania**. He wanted others too – **Ducati** and **MAN trucks** and **Italdesign** have been added since he has been chairman, and he had a go at getting Alfa Romeo too.

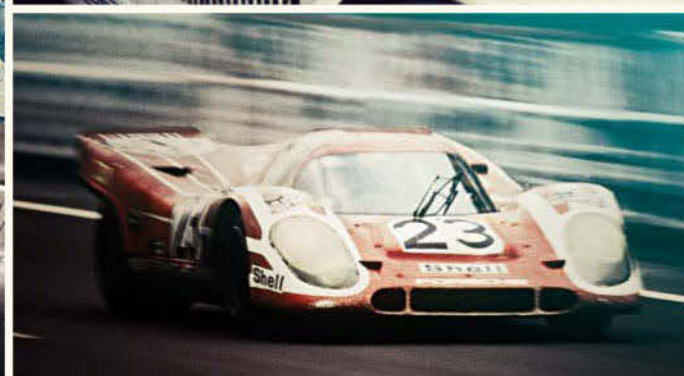
Most dramatically, he pulled the strings that ensured that **VW took over Porsche**. It was the conclusion of an epic power struggle between automotive names, different groups of managers and different factions of the Porsche dynasty. One result of that takeover is the **Porsche Macan**. Maybe you don't think the Macan is ambitious enough. Well, how about the 918?

But if you really want to see the extent of his ambition as an engineer, look at two cars from the opposite ends

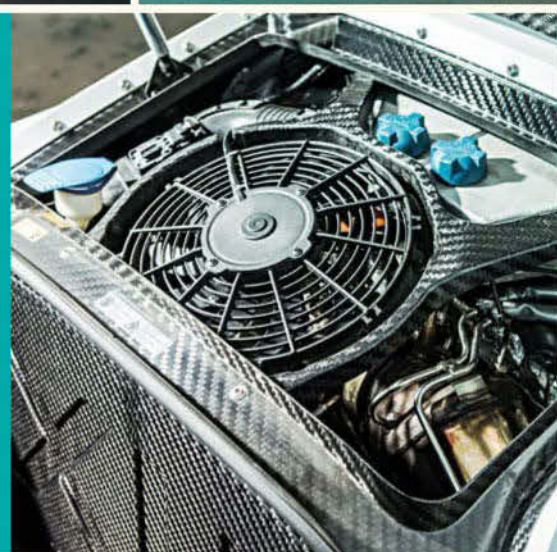
## "HE DELIGHTED IN SETTING ENGINEERS FROM DIFFERENT DIVISIONS AGAINST EACH OTHER"







Top: pit-lane fashion and the world's greatest racing car – two of Piëch's greatest achievements. Above right: MkIV Golf introduced platform sharing and increased cabin quality. Right/below: carbon-fibre engine bay and gull-wing doors part of the money-no-issue XL1 hypermiler. Below left: Ur quattro – no explanation needed







### SUBLIME TO RIDICULOUS

The Veyron was too well-engineered and too expensive to make, which never mattered; the Up is the same... but it does matter

## "VEYRON ENGINEERS WHO FAILED TO REACH HIS TARGETS WERE ABRUPTLY FIRED"

of the group's range: the VW XL1 and the **Bugatti Veyron**. It was Piëch who laid the template for the Veyron, and stated its power and top-speed numbers before a prototype had ever run. Rival car-company chiefs – and me, before I drove it – thought it a crazy, money-burning vanity project. But he pushed on. Veyron engineers who failed to reach his targets were abruptly fired along the way, but the end result was a triumph. Then came the XL1, another car of amazing audacity, a high-tech design aimed at reaching numbers (in economy, not performance, this time) unmatched elsewhere. Piëch had watched over that project from the days it

was a tiny one-seater carbon-fibre cigar-on-wheels.

At the time he retired from the CEO's job to become the chair of the supervisory board, he told me that the Porsche 917 and the VW Phaeton were the highlights of his career. Er, the Phaeton? Why move Volkswagen so far upmarket? He smiled that slightly chilling smile of his: "There are not enough good big cars. And the few ones that are there, they earn too much. That's the reason we are stepping in." See, his competitive eye couldn't stand rivals making fat profits. Actually, the Phaeton failed to sell (except now in China), but without it we wouldn't have the Bentley Continental family. Another example of Piëch playing the longer game than he was credited for at the time.

Since he took over in 1993, the VW Group has grown to overtake GM and challenge Toyota as the world's biggest carmaker. But now, Piëch, hitherto the arch politician, has stumbled. He tried to stab current **VW Group CEO Martin Winterkorn** in the back, and it's unclear quite why – Winterkorn was always a Piëch protégé. But the rest of the Porsche family, and the state shareholders, and the unions (powerful there) backed Winterkorn. Piëch has been forced out.

How VW will change is unclear. Among its immense success, it has sore spots, possibly the result of being run by a tight team of management from remote northern



## TG PICKS PIËCH'S GREATEST HITS



PORSCHE  
917



AUDI  
100



VW  
GOLF MkIV



BUGATTI  
VEYRON





Top: Piëch (above right) with Martin Winterkorn, the long-time protégé he recently tried to oust. Probably because Piëch wanted to elevate Porsche CEO Matthias Müller into Winterkorn's position instead. Above: enormous and still-growing brands of VAG. Below: 918 named in honour of Piëch's great racer



Germany. The VW Up/Skoda Citigo/Seat Mii is a good minicar for Europe, but too small and expensive for many huge new markets for which the group needs an entry car. A seven-seat SUV for the US is in development, but it was started too late. However, the current generation of management was appointed by Piëch, and, though those issues are being addressed, there's no quick fix. The unions and local government probably supported Winterkorn against Piëch because they didn't like Piëch's cost-cuts that would have reduced local employment. Perhaps those forces didn't like the craziness of the XL1 and Veyron. Certainly the institutional shareholders (for whom Piëch had little regard) didn't either, so we'll probably see fewer engineering extravagances from the group in future.

But let's not dwell on that. Let's remember instead the amazing legacy of a true genius, an engineer of extraordinary breadth, and most of all one of the great car nuts. Hon.-Prof. Dr. techn. h. c. Dipl.-Ing. ETH Ferdinand Karl Piëch, *TopGear* salutes you. **TG**



VW  
XL1



## THE MAN BEHIND THE MAN

Ferdinand Piëch has an aristocratic bearing, as well as engineering in his genes. But his psychological terrain was surely forged by his dynastic situation: one of six siblings, and sire of 12 (by four different women).

Sibling and intergenerational rivalry strengthens the family, at least until it tears it apart. Competition is his driver. He openly said that a bit of friction and needle was needed to get best results. In his years as CEO of the Volkswagen Group, Piëch's hallmark was to set rival teams of engineers to develop different solutions to the same problem, and to pit his brands one against the other. He would refer to the brands as the "daughter companies". Looking back on the time he was given Audi to run, when it was a struggling Volkswagen subsidiary, he explained his motivation to me like this: "If you start in a poor daughter company, you must earn more than the mother company."

He is, frankly, a pretty scary presence. For a start, he has about as much small talk as a sideboard, though he does have a talent for mischievous comedy through understatement. Encounters with him are punctuated by long silences, finally broken by his precise vocal formulations. Ask a stupid question, and you get a brief dismissal. Pique his interest, and he talks at length, his electric blue eyes fixed ahead.

People called him obsessed with the detail as well as the big picture. He once asked how many different cigarette lighters there were across the group's cars. The answer came back at well over a dozen. He reduced it to two, and saved a fortune. Imagine what effect that thinking had across whole platforms.

It comes back to his family, of course. Engineering is in his genes. Anyone can think of a number. One litre of fuel per 100km? Sure. One thousand horsepower? Heck, yes. Difference was, Ferdinand Piëch could set these targets because he could conceive of them as reachable. He'd expect the company's engineers to work to his own standards.

No doubt that's why his management style seemed despotic. He and a small cabal of managers ran the company. Anyone who couldn't give him a fast and intelligent answer to one of his probing questions seldom lasted long in their job.

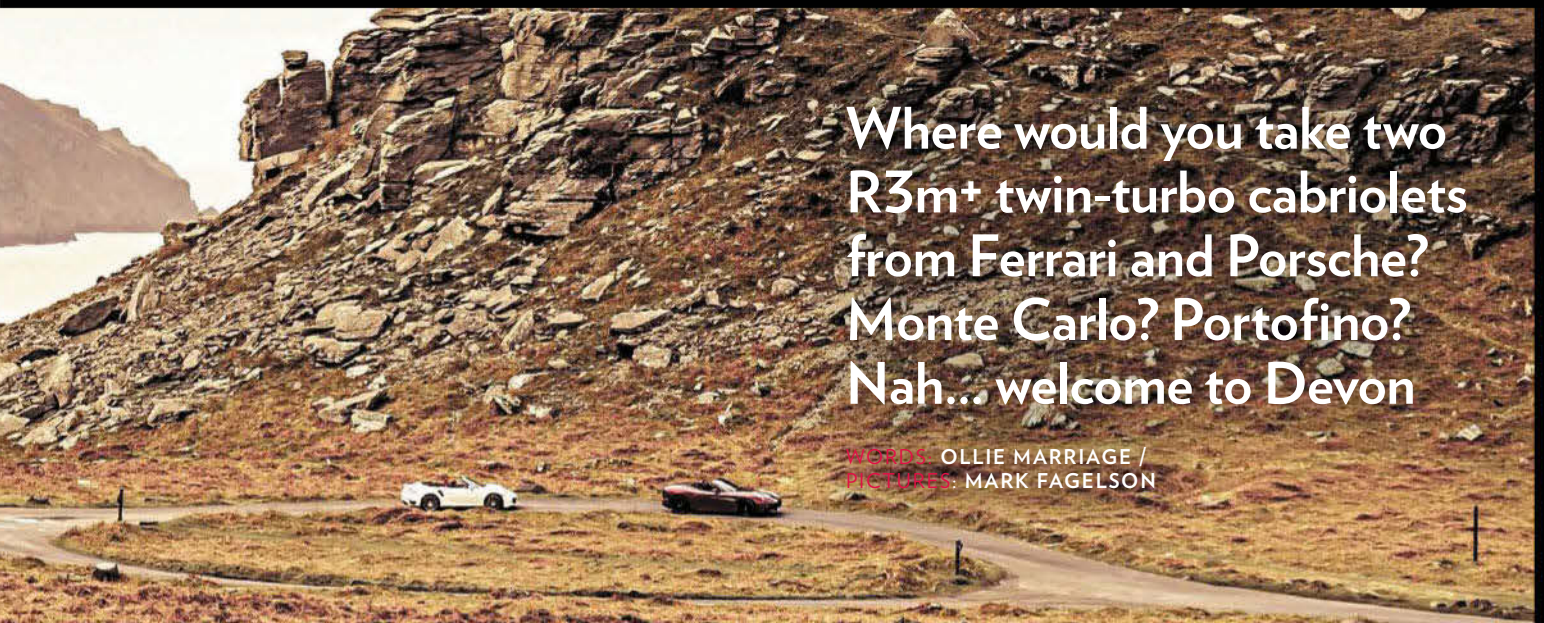


BLOWN

WIDE

OPEN





Where would you take two  
R3m+ twin-turbo cabriolets  
from Ferrari and Porsche?  
Monte Carlo? Portofino?  
Nah... welcome to Devon

WORDS: OLLIE MARRIAGE /  
PICTURES: MARK FAGELSON







**W**e were expecting a sunset, one of those soft, ripe ones, all satsuma sun and peach-skin sky. It's why we made such haste across Exmoor, why we didn't allow the salty tang of Branton's fish

and chip shops to divert us, why we risked the tricky slipway down onto the beach at Saunton Sands. It had been a fresh, fragrantly beautiful day up on the moors, perfect weather for convertibles, and we were full of hope that we'd be able to watch God's bright orange ping-pong ball bob about on a fiery sea, the perfect backdrop for our two seductively potent sports cars.

Of course, as soon as the twin-turbo engines got a scent of sea air, the cloud rolled in. Not the fluffy-bunny stuff, but the flat high-level kind that sucks out all the colour and warmth. It was like a Dementor had flown over Devon, and only photographer Mark's special camera filter could dispel the gloom. The Ferrari's

paintwork lost its ping, fading to murky brown; the Porsche looked like a 911-shaped fog patch. These are cars for beach living. Ideally the Costa Brava or Côte d'Azur, somewhere with cocktail bars and hip clubs rather than tea rooms and dog walkers; but if any car can bring a zingy slice of Mediterranean glamour to bus-tour Britain, it's one that wears a Prancing Horse.

This is the new California T; a thoroughly re-engineered take on the old one, although the basic format, layout and design remain the same: four seats inside, folding hard-top, front engine, rear-wheel drive, seven-speed double-clutch gearbox linking those fore and aft components.

It's the engine that's got everyone talking, a 3.9-litre twin-turbocharged V8, Ferrari's first turbo motor since the F40. But this time, it's not been done for power and excitement reasons; more because that's what legislation demands. And, yes, it uses 15 per cent less fuel (although don't for a moment believe the 11.8l/100km claim – we did 15.3l/100km on the 320-kilometre highway haul down from London, and a big 22.8 on the tight stuff). But – and this is important, because it's easily overlooked when you take in the boulevard lines – it's also

a proper turbo nut job. It is, in fact, as fast as the old F40. Almost precisely: both do 0-200kph in 11-point-something seconds.

Then, the Porsche. Four-wheel-drive traction enables this bonkers 911 to snatch itself off the line even faster; but once moving, there's barely a Rizla paper in it for pace. It's a Turbo S Cabrio with PDK gearbox. In white. With a red leather interior. It is everything that 911 purists hate about 911s: the laggy engine response, the muted noise, the corrupted steering, the wobbly chassis, the silly money. It's so reviled it's practically a Panamera.

I don't disagree with any of that. There is a bit of structural shake – more than in the Ferrari, certainly – the steering doesn't dance like a RWD-only car's, the engine does take a moment to pick itself up, and blows so riotously hard through the mid-range that you never need to go beyond 5000rpm, or have the brain space to think about the sound it's emitting. Oh, and have you heard the one about Porsche charging R3.07m for an optionless 911? Not a joke, sadly.

But here's the thing. The 911 operates at a very high level indeed. Ridiculously high. So even if you chuck in a few dynamic issues, a



Crackle red finish? Can only be a Ferrari. V8 sits well back in engine bay





**“THE CALIFORNIA T HAS  
THE FIRST FERRARI TURBO  
MOTOR SINCE THE F40”**



In search of glamorous  
nightlife options in  
deepest Devon







You're looking at two  
ridiculously fast cars.  
Cali is as fast as F40

high price and an, ahem, curious spec, you're still left with a fearsomely desirable car. The perfect foil to the Ferrari, in fact, given their identical power outputs and that both tread a line that encompasses both roof-down flounce and black-top attack.

We're parked up on the beach, greyness has arrived, and while Mark rifles through his bags for the Insta-Sunshine filter, we've got the opportunity to kick the tyres. The Porsche is a remarkable piece of packaging. Look how small its rear end is compared with the Ferrari's, then realise that engine, gearbox, driven axle and roof mechanism are all packaged in there. It's shorter, narrower and lower, but somehow crafts way more space for those confined to the back seats. You sit low, the cabin is unfussy, it hits all the ergonomic metrics and makes you want to drive – if only to avoid having to look at

**“WHERE THE  
CALIFORNIA IS  
COY, THE PORSCHE  
WALLOPS IN  
WITH... TURBO”**

the leather for a moment longer.

Nothing smells like a Ferrari. Even with the roof down, the pungent whiff of pampered cow hide gives the California a richness, a luxury, that's quite beyond the 911. You can also see it in the depth of the paint, the beautifully rendered badge, even the elegant, symmetrical installation of the engine. Think what you like about the way the Ferrari looks, but the detail, the finish, is sublime.

Apart from the wind deflector. Clearly, this slipped through the quality-control net. In the Porsche, you press a button and it emerges from the rear bulkhead in a way that makes you marvel at the rigour of German engineering, but the Ferrari's requires assembly. Four pieces of plastic that have to be puzzled over, clipped together, the whole then slotted into place. It's a pointless faff, and anyway cabin turbulence





## THE BORING-BUT-INTERESTING BITS

## FERRARI CALIFORNIA T

3855cc twin-turbo V8  
412kW @ 7500rpm  
755Nm @ 2750–5000rpm  
7spd DSG, RWD  
1730kg  
238kW/tonne  
11.7l/100km  
273g/km CO<sub>2</sub>

3.6secs  
315kph

3.6secs  
7.3secs  
22.8/15.3l/100km  
17.3/18.9secs  
R3.66m

Engine  
Power  
Torque

Transmission  
Kerbweight

Power-to-weight ratio

Economy

Emissions

Claimed Performance

0-100kph

Top speed

Our Data

0-100kph

0-160kph

Economy (urban/highway)

Roof lower/raise time

Price

## PORSCHE 911 TURBO S

3800cc twin-turbo flat-six  
412kW @ 6500–6750rpm  
750Nm @ 2100–4250rpm  
7spd DSG, 4WD  
1605kg  
257kW/tonne  
9.7l/100km  
231g/km CO<sub>2</sub>

3.2secs  
317kph

3.0secs  
6.7secs  
16.4/10.7l/100km  
13.9/17.4secs  
R3.07m



isn't that bad with the roof down.

You sit higher in the Ferrari, the driving position more GT-ish by dint of the front engine. You've got a lot of car ahead of you, the A-pillars are thick and wide, and the hardcore mount-everything-on-the-steering-wheel approach jars a little. We also have Apple's CarPlay system. This barely has any more functionality than a standard USB plug-in that you run through your infotainment screen. Though Apple's maps are better than Ferrari's, and it can read out your text messages.

There's a new dial between the air vents that has a touch-sensitive ring allowing you to cycle through a whole load of turbo info, from available response to boost pressure. It's a gimmick, but one that makes it clear Ferrari isn't ashamed it's gone down the turbo route.

It's not ashamed, because it's done a tre-

mendous job. This is the right car to start with, of course, a car where the demands and expectations are lower than in, say, the 488 GTB; but all the same, it's a peachy motor. Ferrari has realised that you don't need to let the turbos give maximum blow as early as possible, that it's good to give drivers a reason to hold on for high revs. The Cali is torque-limited in every gear bar seventh; the engineers have played with the delivery, tinkered with the torque, and the car is more exciting as a result. Ferrari is good at engines, and this is a good Ferrari engine.

There's less inertia than in the 911, it's faster-revving, cleaner-breathing, better-sounding, more exciting. It's behaviour is more natural than forced induction, the turbos not allowed to play too much of a role. Earlier, pointing towards the west as the sun fell through the sky, prow framing Exmoor, the V8 was majestic,

roiling and wailing across the landscape. It felt good. Bet I looked a right cock.

The Porsche is more guttural, the flat-six leaning more heavily on the turbos for assistance; but turn everything up to max, engage Sport Plus, and it's a total weapon. Where the Ferrari is content to be coy, to tease a little, the Porsche just wallops right in with... TURBO. It's exciting alright, a proper unsubtle, gale-force blaze of power and acceleration; but it's too dominant, more difficult to meter out precisely, whacking great dollops of thrust available anywhere across the rev range.

But the Porsche's chassis? Well, that's a different matter. You sit low, making you more aware of the 911's low centre of gravity. It keys you into the road and never tries to distance you from mechanical goings-on. It feels earthy and connected.



Under the skin, the Ferrari is actually a Transformer











Both cars have ceramic stoppers. Porsche's are better to use



The Ferrari, meanwhile, has light, sharp steering; light, sharp brakes; and a light, sharp throttle. It's too much – the responses feel false, forced, distancing you from the actual sensations. As a result, the way it gets itself along secondary roads is effortless; it gathers speed, sweeps round corners, consumes roads – but you don't find yourself engaged in proceedings. Instead, you look down, and are always, always shocked by how fast you're travelling. The Ferrari is intent on doing the job for you, but making the responses sharp in an attempt to convince you that you're doing the work. It feels what it is: slightly artificial.

Where the Cali seems to say "Sit back, let me show you how we do this", the 911 is more "Want to go faster? We can go faster. We can always go faster." It wants to charge, but leaves the decision with you. That's part of Porsche's genetic make-up. The genius of the 911 is that it incorporates this with low-speed manners and long-range comfort. Yes, tyre noise is rowdier than it should be, the short-travel suspension is abrupt in comparison with the Cali's, and I reckon the low-slung cockpit is more of a hassle for those in the target age group, but it

never fidgets or fights, and any scuttle shake is contained in an instant. Traction? Grip? Both stellar. The balance in the chassis, the steering, the oneness of it all, is something the Ferrari can't emulate.

## "THE CALI IS SO INTENT ON LOOKING GOOD, IT FORGETS ABOUT THE DRIVER"

For two days solid, I found myself getting out of the Ferrari nodding in appreciation, admiring the achievement, adoring the engine, but only one handling aspect – the faintly ridiculous turn-in grip – actually stuck with me. It's a majestic, aloof car. The ride may be a

little brittle, but by and large it succeeds at its principal aim; to tackle every road with style and panache. But the California is so intent on looking good, it forgets about the driver.

The Porsche 911 Turbo S never does. That should be enough to earn it an easy victory here – and it does win, it is the one I'd have, it's way, way better than the purists give it credit for. But I have to admit that for me a R3m 911 is not the sweet spot of the range, despite the power, speed, physicality and sheer togetherness of the whole package.

The Ferrari has the greater sense of occasion. If you're the type of person who likes driving with one arm resting on the door top, you'll be happier here, and although massively expensive when optioned up, R3.66m here feels like money more sensibly deployed. It is a very, very good car, the California, exactly the car it needs to be to appeal to its audience, I suspect (in fact, I'd argue that in this market sector, Ferrari knows its buyer better than Porsche). The only trouble is that's an audience you're more likely to find on France's Côte d'Azur than in deepest Devon. **TG**



Even though this Porsche 911 costs R3m, it's not The One





# FEEL THE





# BURN

America's finest has come to Europe. Officially. *TopGear* pits it against our favourite coupé. Let the good times roll...

WORDS: PAUL HORRELL / PICTURES: TOM SALT



D

iving through southern Germany, we spot the perfect place to try out the Mustang's most American feature. A newly surfaced road, so unscathed they haven't even removed the hardware that diverts traffic around it. The mulleted gents in orange dungarees load their steamroller onto a truck and head off, then we sneak past the barriers to do our thing.

Deep in the Mustang's menus is an option called 'line lock'. Huh? It's designed to heat up the back tyres just before a drag-strip start. I engage first, confirm line lock on the menu, stop, press the brake pedal hard, confirm again, then come off the brake. Automatically, the front brakes clamp themselves tight while the rears release.

Bang. I lift the clutch while hitting the gas. The tyres squeal, then light up. The sky goes black, the vents belch smoke into the cabin. This loud violence is juvenile and hilarious and a little scary.

After a few seconds, I stop. Sure enough, the tyre surfaces have turned to hot toffee. The acrid-smelling pall disperses through the woods, and I realise I've dug two neat contact-patch-shaped divots in this lovely new road. I hope the road builders aren't still within noseshot.

This is where worlds collide. We have two 2+2 coupés, both the same price, surprisingly similar real performance. Yet utterly different. They each cleave faithfully to their roots and their motherlodes. If you happen to have spent time in both Lower Michigan and Upper Bavaria, then you'll know just how diverse this test is going to be.

Ford, of course, never pretended the Mustang was a world car, even as it makes its first real attempt at worldwide sales. From bumper to bumper, it's American. To have designed and engineered a Mustang that didn't satisfy the fanatical home crowd would have been commercial suicide. The passion American owners show towards their Mustangs is borderline pathological. Show the merest flicker of interest in a nice example, and in return you'll be treated by its owner to such a protracted nut-and-bolt guide to its spec and provenance, I swear summer turns to autumn as your eyes glaze over.

So this new Mustang has kept its accent even as it's acquired a passport – it's in Europe now with LHD, and arrives in South Africa by the end of this year with right-side steering. Ford's pitch is to folk who seek Americana but with world-class competence. You can have it with a 2.3 Ecoboost or a V8, with manual or auto, and soft or hard top. That makes eight possible combinations, but almost everyone who's ordered one will gone for either a soft-top 4cyl auto or coupé V8 manual. They want the cruiser or the muscle car – always the two most significant Mustang strands. For us today, it's the muscle car, to see what it means in the European coupé landscape. Is it a direct

competitor, an interesting diversion, or just a hopeless irrelevance?

In the US, no one likes to be taken for the sort of fool who'd pay over the odds. Value is an American, er, value. So here we are, bubba-bubbling down a German dual carriageway, impressed by the refined cruise. For under R650 000, we've a 5.0-litre V8 up front, a limited-slip diff in the back, big Brembo brakes inside the 19in P Zeros, a pretty sophisticated integrated infotainment system and upgraded hi-fi in the cabin. Before you ask, to be 'world-class' meant this generation of Mustang has ditched the live rear axle in favour of proper suspension. The V8 isn't some pushrod job but a four-cam all-aluminium effort with variable timing on all four camshafts. The bonnet and front wings are aluminium.

Back in SA, an FWD Audi TT can slip beneath R560 000, technically, but it never does. We've got the base 2.0 turbo manual, with front-drive. Optioned with navigation, cruise and climate control, heated seats and internet connection, all of which are on our R625k equivalent Mustang. The TT's body is composed in greater part of aluminium, and much of its suspension is lightweight too. The engine's a 4cyl, but a good one, with a turbo, direct injection, and the valves have variable timing and lift. Still, a front-drive 2.0 four is going to have a hard time against a rear-drive 5.0 V8.

Not so much. The Audi weighs only three-quarters as much as the Mustang. Ah. The Mustang is supposed to get to 100kph in 4.8secs; the TT, in 6.0. But assuming Ford uses line lock and takes advantage of RWD traction, it's really opening out its advantage as it departs, like a Fourth of July firework display, from the start line. Hardly relevant in the real world. Except – welcome to my world – when creating smoke-choked photos for magazines.

Once you get past, say, 50kph, the margin diminishes. On real roads, the Audi takes advantage of a quicker gearshift and whacking mid-range turbo thump, and mostly doesn't fall far behind. At least not until the Mustang driver really starts using the revs, when the gap opens again. This isn't quite the stereotypical apple-pie V8. Yes, it'll rumble quietly along at 2000rpm, but it thrives on high revs too. And it sounds terrific: a well-oiled mechanism wrapped in a naturally tuneful exhaust. It's honest music, unlike the slightly cheesy theatricality that's all the fashion on European forced-induction V8s. The Audi doesn't just over-deliver on performance for a 169kW four; its noise is better than you'd expect too, a blend of cream and spice, their proportion varied by whether or not you have the intake resonator engaged on the sports button. The Ford's official economy and CO2 numbers are dire, but you might just hit them. The Audi's are better, but as with all small turbos, less realistic.

A new diff (still a limited-slip one) and other





**"FORD, OF COURSE, HAS  
NEVER PRETENDED THAT THE  
MUSTANG IS A WORLD CAR"**



**If you're in an American  
car, you have to find a  
bridge like this. Fact**



**Thank you, Germany for  
producing perfect roads  
for slidey action**



### AUDI TT 2.0 TFSI

Price: R558 000

Engine: 1984cc turbo 4cyl.

169kW @ 4500rpm.

370Nm @ 1600rpm

Performance: 0-100kph in

6.0secs, 250kph vmax

Transmission: 6spd manual, FWD

Economy: 5.9l/100km.

137g/km CO<sub>2</sub>

Weight: 1305kg

### FORD MUSTANG 5.0 V8 GT

Price: Not yet

Engine: 4951cc Ti-VCT V8.

309kW @ 6500rpm.

530Nm @ 4250rpm

Performance: 0-100kph in

4.8secs, 249kph vmax

Transmission: 6spd manual, RWD

Economy: 13.5l/100km.

299g/km CO<sub>2</sub>

Weight: 1678kg



Don't look a gift horse  
in the mouth. Or a  
Mustang in the lights



tweaks have meant the European Mustang suffers less from the crude low-speed transmission snatch and whine than the first one we tested in the US. Even so, there's a want of sophistication here, and your sense of lurching ham-footedness is heightened by a brake pedal that's over-servoed at the top of its travel, a clumsy mismatch for the heavy box and clutch. At least you do feel in shifting gears that you're meshing actual cogs. The Audi's shift is less mechanical, but quicker and lighter, and it's easier to be smooth.

To begin with, we trace quick, sweeping roads just north of the Moselle valley. The Mustang steers pretty urgently and precisely, but the wheel is too light, and you don't really feel the car loading up. The Audi's steering isn't ideal, either, as it has a sudden kick point just off centre and a trace of torque-steer too. So I don't feel like driving either of them as hard as I suspect they'd go.

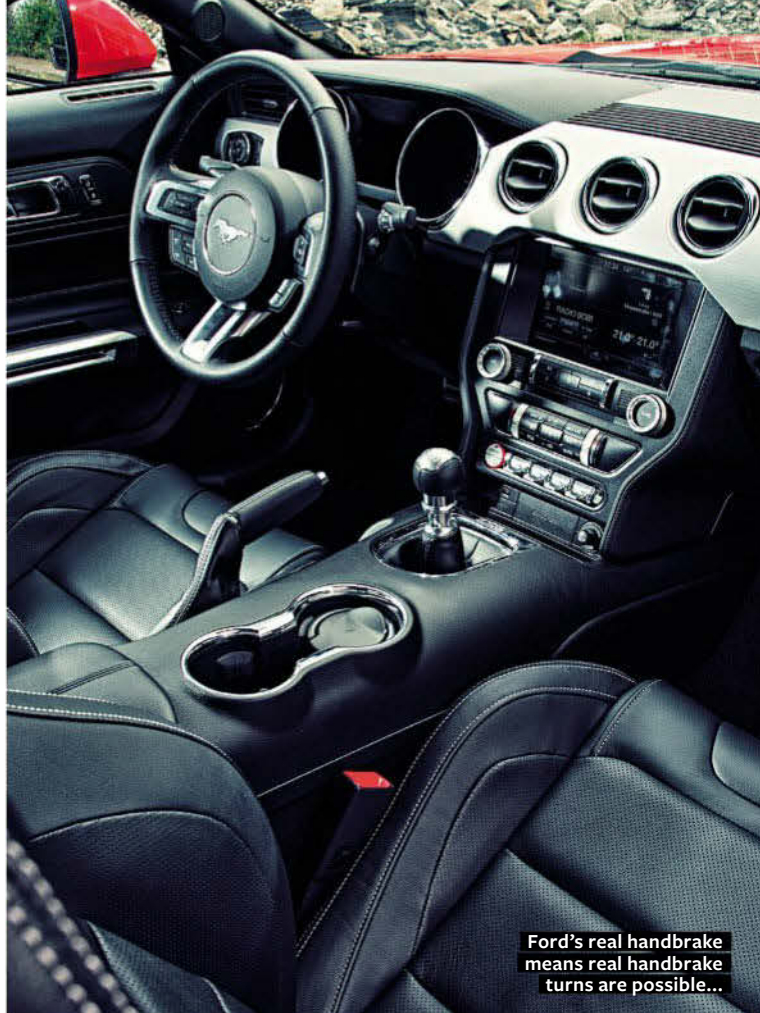
In these wide corners or the tighter ones that

## "THE AUDI'S ENGINE SOUNDS LIKE CREAM AND SPICE"

follow, neutral is the TT's way. It's wieldy and accurate, and corners flat and hard. It's smaller, which makes narrow roads its playground. As it takes the strain in a bend, you can tune it on the throttle, feeling everything as it takes up its very subtle changes of attitude.

In the snaky valley-side roads, I'm starting to bed in with the Mustang too. Inevitably the handling is defined by the driven wheels. Sure, in tight bends you've got to be careful not to go in too fast and be kidnapped into understeer by its weight. It'll do neutral too. Of course, though, it'll poke the tail out, and pretty suddenly too, when you apply the right toe. A limited-slip diff is standard, and generally a slide will be pretty tidy. But beside the Audi, the Ford's reactions and messages are less exact, making it seem too softly bushed, like you're wearing thick gloves: only when the material has compressed does the connection happen properly. Its macro moves are





Ford's real handbrake means real handbrake turns are possible...



TT cabin is one of the best in the business. Supercars included



Finish in Mustang is much improved, but a long way behind Audi



good, but on the micro scale they're fuzzy. European Fords don't suffer that way, and I suspect the Focus RS will be a scalpel in comparison.

The Mustang's ride can be a bit percussive and baggy at low speeds, but most of the time it pulls a similar very clever trick to the European Fords. Give it a brisk run down a lumpy back road, and the springs really start to breathe nicely, so you can get on with the job of driving. On the same bit of road, the Audi is always stiffer and bashes you about.

In other ways, the Audi is vastly urbane. The control positions and the actions are spot-on; the driving position, immaculately judged. I could probably fill these six pages just talking about the brilliance of the design, execution and ergonomics of the air vents and their encapsulated climate buttons and displays. Same goes for the high-res screen that serves for the all instruments, navigation, entertainment and connections. It

could have been sluggish and overloaded and bewildering, but for the most part they've made it a joy to use.

All the same, the TT is very serious. Immaculate manufacture, perfect quality, low CO2, all-round good behaviour. It's a superb car that manages to achieve almost as much as the Ford on less power and fuss. But it doesn't set your trousers alight in the short term. Its emotional compass is calibrated for a long relationship.

The Mustang really only takes one thing seriously, and that's being a Mustang. At night it projects a horse logo onto the ground beneath the door mirror. The most lovingly-made component in the cabin is the aluminium plaque engraved MUSTANG SINCE 1964. This car was obviously born to be a V8. It's full of self-consciously cheery back-slapping blokey stuff. Line lock for a start, and various other timing and g-force apps in its 'track' display menu. It's got an actual handbrake

rather than the Audi's electric one, presumably so you can do actual handbrake turns. The interior is all bold and sweeping references to Mustang heritage, and slightly tinselly materials. Open the boot and you find cheapo carpet, messy seams, exposed screws and sharp edges. It isn't normally visible, which is why making an effort here is beyond the Mustang's purview, and it's how come the Ford Mustang does what it does for the price it does it.

The Audi boot-finishing team (I've no doubt whatever that such a group exists) would, of course, be horrified. And in the end, I'm drawn to the Audi's precision, both in its statics and its dynamics. But in no way does the Ford horrify me. I'm having a bit of a ball. The Mustang has a pretty loud and easygoing attitude to life, and if that's not to your taste, well, it isn't any too bothered. In Europe, it will always be an outsider, but these days it's in no way out of place. **TG**



# WHAT THE 'FFALTERBACH?

The new AMG C63S muscles in on its  
slinky GT S sibling. It's V8s at dawn

WORDS: CALVIN FISHER / PHOTOGRAPHY: OLIVER HIRTENFELDER









**F**ortune is in my favour, depositing me here on a truly pretty day – sunny but bitterly cold, the dark blue sky imbued with pinks, then yellows, as the sun stretches over Zwartkops Raceway. It's a full day ahead of the launch of the C63S, a month ahead of that of the GT S, and I'm standing between both cars, keys very much in hand. The track is empty for now, the chilly dawn air heavy with potential; and lo and behold, Mercedes have sent an AMG minder along for the ride to assist. Oh yes. It's going to be a lovely day.

Before we begin, I invite you to consider the following: 375kW. 700Nm. Zero to one hundred in 4 seconds flat. Let that sink in for a second, because we're not even talking about that slinky yellow coupé, yet. No, that car – the new Mercedes-AMG GT S – is even quicker, a formidable teardrop of terror in its own right. But does it take anything away from the new C63S? In terms of looks, sure, arguably; that elegant if tremendously cab-back profile, those painted-on illumination clusters, and that sensational (and bloody expensive) paint job. In terms of all-out performance, however... well, there's surprisingly little in it; because as it turns out, the new super-saloon from Stuttgart is a mighty, mighty thing.

I'm assuming, dear reader, that you are in possession of eyes, and therefore I shall not waste too much time describing the arresting aesthetics, the pure vehicular pornography arranged on these pages in flashes of yellow and red; I'll skip ahead to the hardware. Similarities? I guess there're plenty, with both cars being high-performance AMG machinery; so naturally, both are blessed with bespoke engines, nearly identical biturbo V8s measuring 4 litres in capacity, and driving all their gusto onto a more-than-willing rear axle. Both come equipped with 7-speed AMG Speedshift DCT transmissions, too, but the slipperier car is capable of a 0-100kph sprint in 3.8 seconds, 0.2 quicker than the hotted-up C-Class – achieved partly by virtue of its lower kerb weight.

We've covered the numeracy lunacy of the sedan, and the GT S coupé has an identical CV; but since its only purpose in 'life' is to moisten the undies of all who survey it (or soil it), it benefits from the sort of styling that has you biting the back of your hand. You might argue that at nearly twice the price of the C63S (R1 918 000, versus the more practical car's R1 163 800), and the fact that it has half as many doors, seats and boot spaces, you'd be better off in the saloon. And you'd be right. But you'd also be wrong. It's complicated; but we have a racetrack to help illustrate, so bear with me.

## THE NOISY, OILY BITS

Earlier today I'd been given two instructions – nuggets of advice, really. One was: "This car can kill you!" The other was: "This is one of our launch test units – please don't break it." They were referring to the C63S of course – it's the car I'm most excited to drive, and the one I'll be spending the bulk of my time in. The cabin is sumptuous and leathery, curvaceous and cossetting, rich with detail and kit. I don't like the red leather inserts too much; they busy – almost cheapen – the otherwise austere cabin; which is finished elsewhere in piano black (highly scratchable, for the masochists among you)



GRATUITOUS WIDE ANGLE INTERIOR SHOT. CHECK. FIERY GT S SCYTHING UP A CORNER. CHECK. BUT ENOUGH ABOUT THAT SHIRT.





WHAT'S THIS? AN AMG PRODUCT  
BEING DRIVEN SIDEWAYS AND  
SMOKILY? THAT WAS SARCASM

or carbon fibre – in typical monochromatic grey, or in what AMG call a Red Pepper finish. I call it carbon tartan. It's okay. The lack of a conventional handbrake lever offends me immediately, but with 700Nm in reserve I suppose there are easier ways of evoking a slide, the old car's *pièce de résistance*.

Driving modes? There are plenty here, but you'll want to find the one marked 'Sport Plus' post-haste. A quick thumbing of the traction control into Sport mode means the car will slide somewhat, before the German nanny reins you in. And that's okay too, for anything this side of a

centre console that opens up the exhaust flaps and unleashes an even more provocative bark from the pipes – and dearie, dearie me, what a difference! On full acceleration the new induction 'suck' is overpowered by a popping, cracking percussion set, garrulous as ever but now amplified – not via the speaker system, mind you – to a new crescendo. I mean proper hair-on-end stuff, damning even the Jaguar F-Type's soundtrack, and along with the revs, climbing up your spinal column like a spider. Where the ascending spider is in fact a flaming tarantula, drenched in napalm. While it gargles pyrotechnics. Mercedes-

## "WE DISSOLVE THE ELECTRONICS INTO FULL-BORE DRIFT MODE."



hot lap, so we hold the button in a bit longer and dissolve the electronics into full-bore drift mode. Then we brace ourselves, and give it a rev.

Hurrah! It's there! I refer to that gravelly rasp, deeper and fuller as the revs climb. There's also a new noise, a hint of induction creeping into the new soundtrack. Blame the new turbo set-up. Unlike the GT S, the C63S has an ancestral line, so the yardstick against which I'm measuring it is twofold. Out goes the high-revving, naturally aspirated 6.2, in favour of turbo power; and it's taken me less than a solitary lap to reveal that this will be a trickier machine to master... but I'm still on that sound.

See, I've just remembered the button on the

Benz have realised that the strength of an AMG product is the sound it produces, and were happy to audition 53 proposed exhaust notes before settling on the mechanical orchestra currently performing. Good call. Beneath me, the C63S bucks and swells, like tectonic (or should that be Teutonic?) plates shifting and grinding, as though an unstoppable force is making its presence felt. Must. Go. Faster. Must bring the noise! So I do.

This is a bigger car than the one that came before it (and 7cm longer than a regular C), and in S format packs around an extra 50kW too – you can't hide from it. That means – on paper, at least – it's somewhat similar to the last-gen E63, a car I loved. Yet here, I'm struggling to find the sweet





A red Mercedes-AMG C63S is shown from a rear three-quarter view, parked on a dark surface. The car's rear features include the Mercedes-Benz star emblem, 'C63S' badging, and a license plate that reads 'DR 12 JF GP'. The background is a clear sky with some light clouds.

### MERCEDES C63S AMG

**Price:** R1 171 495


**Engine:** 3982cc bi-turbo V8,  
375kW @ 6250rpm,  
700Nm @ 1750-4750rpm

**Performance:**

0-100kph in 4 secs, 250kph vmax  
(290kph with Driver's Package)

**Transmission:** 7spd AMG  
Speedshift MCT, RWD

**Economy:** 8.4/100km,  
195g/km CO<sub>2</sub>  
**Weight:** 1730kg

A small yellow rectangular graphic element.

### MERCEDES-AMG GT S

**Price:** R1 991 670

**Engine:** 3982cc bi-turbo V8,  
375kW @ 6250rpm,  
650Nm @ 1750-4750rpm

**Performance:**

0-100kph in 3.8secs, 310kph vmax

**Transmission:** 7spd AMG  
Speedshift DCT, RWD

**Economy:** 9.6/100km,  
224g/km CO<sub>2</sub>  
**Weight:** 1645kg



spot in its power delivery, which comes in a little, and then a LOT. And then a little again – so, not quite as linear as before; but then, it has a nearly endless supply in reserve. Not a problem unless you're playing silly buggers and trying to slide around like you have a fat tyre sponsorship; then, like me, you succeed only in swapping the front with the back, and back again. Donuts, anyone?

Put in some effort to go quickly, however, and the new C63S will reward you with speed, magnificent speed. Make no mistake, this new car represents one of AMG's finest hours. Another perk of the S over the standard C63, besides the extra 25kW and 50Nm, is the dynamic engine mounts, which provide increased rigidity when pushed to the limit. I imagine they've been working hard all morning.

### THE OTHER ONE

The GT S? Well, by now you've read all there is to know about it; but there's nothing quite like seeing it tear alongside you after peering at it in your rear-view mirror, then a side view as it passes, eliciting a sweet, sweet V8 explosion from its pipes. It's quicker, and more engaging; and in it, you're well aware of the fact that your buttocks are barely skimming over the road surface. These cars will intoxicate you. Settle into a steady rhythm with either one of them and you'll appreciate a generous helm, meaty and precise – pointier in the GT S, but no slouch on the bigger car. Also... look, I'm not saying the suspension is



NEW C63S AMG A LOT TRICKIER TO HOLD THANKS TO TURBO TORQUE WHICH COMES IN VIA PUNCHES











## “THIS NEW CAR REPRESENTS ONE OF AMG’S FINEST HOURS”



hard, but even though I spent the entire day in the driver’s seat, the built-in pedometer on my smartphone was convinced I’d run a half marathon. Typically, the sedan loses out in throttle response and inertia, due to its dimensions; but again there’s not that much in it. The C63S is balletic, like an elephant in a tutu – graceful, and more precise than it has any right to be. M Division must be crapping bricks.

So, Affalterbach then, home of AMG – geographically, it’s a stone’s throw from Bavaria. In terms of the premium performance car, however, I’m afraid it’s properly invaded BMW’s jurisdiction. AMG is trumping M right now, and these two machines are evidence. In fact, you couldn’t ape this pairing, because there’s nothing from M that competes with the GT S. But let’s not let this devolve into the predictable C63S versus M3 debate (*V8 uber alles*); this wasn’t even meant to be a comparison

between the C63S and the GT S. The latter was merely a prop, playing hero to one of the finest sports saloons on the planet, now polished to a brilliant shine. The C63S should have been soft, comfortable and inherently imprecise, thanks to a mothership that has rediscovered its luxury mojo, but it isn’t; rather, it’s the closest AMG has come from hot-blooded GT to a veritable sports car with four doors. The threat of downsizing should have robbed us of that lust-worthy V8 noise, but it didn’t.

You can even spec yours in an even-shoutier Edition 1 graphic pack, in case nobody’s noticed that you’ve pulled up in a 375kW, 700Nm denizen of hell. But I promise you won’t need to – because quite simply, you can sense the presence of the Mercedes-Benz C63S as soon as it enters your suburb. Its presence is imposing, threatening, yet devilishly regal. Hail to the new king, baby. Very grrrr. **TG**



# MIA

No fewer than 36 years on from the original movie,

# POW

WORDS: OLLIE KEW / PICTURES: WILSON HENNESSEY





*Mad Max is back. And with new toys, too...*





# M

Mad Max's faithful Ford Falcon XB. Typecast in the Eighties as fiercely as Marty McFly's De Lorean, it's the Pursuit Special, the Interceptor, rolled to oblivion and incinerated part-way through *Mad Max 2*. And it's back. Out of the Outback, and skulking around deepest Lincolnshire, with a hellish rat-rod enemy on its heels. Mad Max is returning. And its post-apocalyptic muscle car supporting cast is back too.

"We call it *Mad Max Two and a Half*," laughs *Fury Road*'s effortlessly affable production designer Colin Gibson (no relation to Mel), who prefers to be known as a 'salvage artist'. "We're all too young to have worked on the first *Mad Max*, but a few of us worked on 2 and even on 3, though they won't admit it. We don't talk about 3."

The 2015 feature is a Tina Turner-free zone, and is set between the second and third instalments. Brit Tom Hardy assumes the title role, and you can thank Gibson's salvage artists for the fiendish machines that roam Australia's parched deserts in search of food, fuel and blood.

Naturally, Max's Interceptor is scarred. Its moleskin-like bodywork is tacky to the touch where rust hasn't yet chewed through the steel. Both yellowed headlight lenses are punctured and have long since been robbed of illumination. The raggedy fabric pinned to the ceiling is flapping in the breeze permitted by

the total absence of glass.

Inside, atop the remaining squashy chair, it's not the *al fresco* feel, shell casings littering the gritted dash or butch shift lever that dominate your view. That supercharger punching clean out of the bonnet is the headline act: it towers above the Concorde nose, still spins, and still is nothing more than a dummy, driven from the fanbelt. It's one of the few concessions to fakery in a movie car that's otherwise ready to roll. Gibson explains how the location caused more issues than the rugged, reliable Falcon.

"In Namibia, the biggest problem they had was building a road to get it to the set! Unfortunately I chose a location that had a beautiful view, but there were no roads to the mountain top. I could've shot it in a car park in Essex and had CGI put the background in, but it was

much more fun to do it for real. I drove up it the first morning, and it was, er, quite exciting. But the stuntman who drove it down the cliffs and rolled it eleven times had the most fun."

Yeah, eleven times. Got to be a record, right? "Stuntmen always think it's a record", says Gibson. "But I reserve judgment. My mum was a pretty bad driver: she got about seven rolls once, so she probably held the record." Mrs Gibson probably didn't have the benefit of a nitrogen cannon to catapult the car over, however. Gibson glumly admits the *Fury Road* Interceptor's one is a relatively new addition. "In the old days, we used to put a telegraph pole in and detonate it with gunpowder to force the car to flip. It tended to leave the stuntmen full of splinters."

Though unassisted by forced induc-

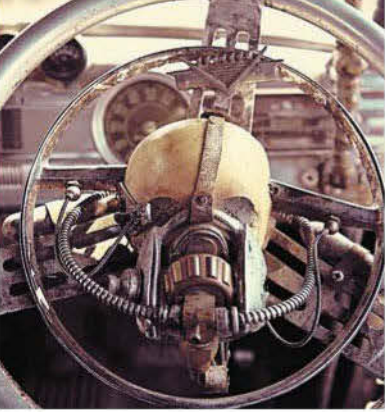


## MAD MAX: FURY ROAD

Burnt-out ex-cop and nomadic warrior Max Rockatansky (Tom Hardy) meets Furiosa (Charlize Theron), on the run from a violent gang. Cue guns and pointy-ended vehicle warfare as the villains give unrelenting chase



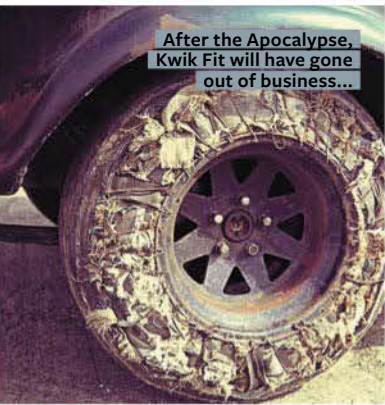




Supercharger spins around, but isn't functional. Boo



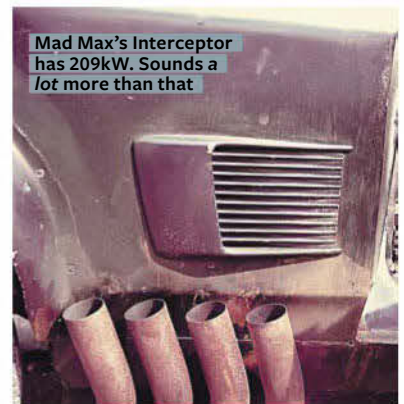
Nux woz 'ere. You'd better watch out, as he's not very nice



After the Apocalypse, Kwik Fit will have gone out of business...



Always keep your tools in an orderly fashion - it makes life simpler



Mad Max's Interceptor has 209kW. Sounds a lot more than that



Hero cars are for promotional purposes only. Not used in film





tion, the Interceptor's original 5.75-litre V8 has been bored out to offset sand ingestion sullyng its paltry 209kW. It sounds like ten times that. The crackling, industrial idle is pure Funny Car dragster, and not only can you just about hear every cylinder firing, but all eight upswept exhausts sputter an individual puff of fume in rhythmic time. Blip the throttle pedal's remaining metal carcass, and the organ pipes' downdraft tries to wrench the tarnished assembly free of the rocking chassis. Forget *Cars'* Lightning McQueen – this is a movie car that appears to be coming to life. And it's woken up angry.

Its movie nemesis was once a 1932 Chevy five-window coupé, now driven by Nicholas Hoult's demonic teenage character, Nux. As a young 'un ignorant of a world before fuel wars, Nux revels in the hopeless brutality. "His car is his church," says Colin. "We wanted the ultimate hot-rodder's car. Once I found one in the US that had bullet holes in the windscreen, I knew we had it."

Four were made for the movie – two with fully finished, hand-built interiors

festooned with macabre trinkets like a baby's mobile fashioned from human ears, an eyeball-topped gearlever and a gas mask-equipped doll's head strapped to the steering wheel. Unlike Max's Interceptor, Nux's car isn't littered with spent ammo or battleworn. The flame-embossed exhaust trumpets are immaculate; the stretched chassis rails rust-free. And the exposed engine – with fully functional supercharger this time – is exquisitely finished. Why? "Apocalyptic cars have to be tough, but also worth saving," says Colin. "Nobody wants to save a Corolla. Human beings fetishise things."

That motor is a small-block Chevy V8 running two Holley carbs that cloud its local atmosphere with acrid petrol. Gibson estimates its output is north of 390kW. Its soundtrack is unique too – with the microwave-sized Weiand blower shrieking manically over the furious V8, bellowing out of eight unsilenced pipes. What a monster.

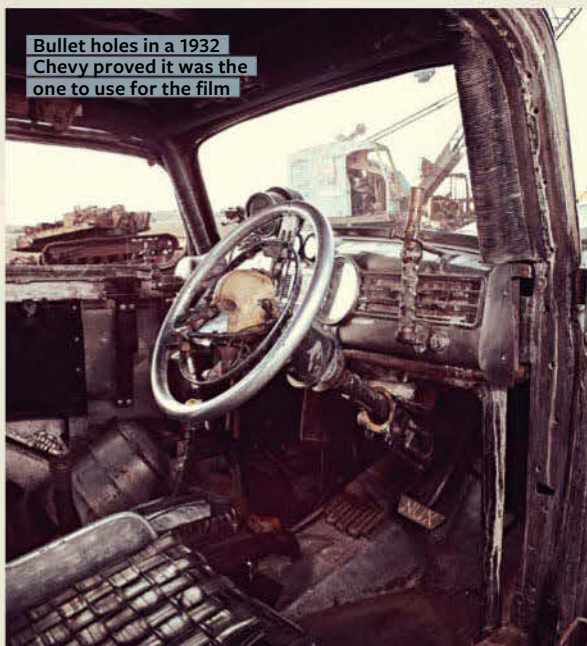
It's so powerful that, in rehearsal, a stunt driver lauded by Colin as "one of the world's best drifters" lost control of the Nux car in reverse and flipped it. "We'd decided roll cages were for wimps, but the stunt guys like them so we rebuilt the cars. We ended up setting one car specifically to go in reverse." Small wonder the salvage artists had to build 150 cars in total for the movie.

With *Fury Road* wrapped, Gibson's mind is already concocting ideas for sequels. "I'd like to do something with a Tesla Roadster," he says. "It's 90 per cent battery, six carbon, and four per cent terror." Not tempted by more V8 ferocity? "I drive a Citroen CX 2400 Estate – I wasn't a hot rodder until I started this job. Having my perfect workshop was like being 17 again." **TG**

Mad Max rocking the Bedouin look to full effect



Bullet holes in a 1932 Chevy proved it was the one to use for the film







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# GARAGE



## SILVER ARROW (SORRY, MERC)

The car that Lewis Hamilton can only dream of **TURN OVER**



p95

### VW AMAROK

Scratch and lose



p96

### ABARTH 500

It's Cape Town to Monza via Nkandla



p97

### AUDI A7

A dusty farewell salute to the Wing Commander



p98

### RENAULT MÉGANE

Winter time? Get yourself a bum deal





## BMW 435i GRAN COUPÉ

# 4-2-4

**HELLO** ☁️ 2979cc, 6cyl petrol turbo, RWD, 225kW, 400Nm 🚗 8A 📊 7.5l/100km, 174g/km CO2 🕒 0-100kph in 5.2sec, 250kph 📊 1585kg 🏠 R749 000 (R847 890 as tested) **Total km 754** **Driver Braam Peens** **Why it's here** Because it's a smarter choice than a 335i.

**W**ith the South African economy effectively in neutral and businesses struggling to grow, even we at *TopGear* have had to scale down. So after a year, it was “thanks for the memories” to the inimitable-yet-slightly-ostentatious R1.3m Audi A7 bi-turbo, and “hello” to the more austere, “budget-conscious” R750k BMW 435i Gran Coupé.

More in touch with economic sensitivities it may be, but it doesn't have to be shy about its appearance: in a segment dominated by three-box clones, the F36 Gran Coupé is now by far the most distinctive 3-Series derivative, if not outright the prettiest BMW you can buy. Lineage? Deep breath: it's a 4-door hatchback version of the 2-door coupé (the 4 Series), which is based on the original 4-door sedan (the 3 Series). Still confused? Think Audi A5 Sportback.

Footballists will recognise this 4-2-4 formation as that employed by Brazil in their 1958 and 1970 FIFA World Cup victories, the former a year that saw the highest number of goals – five – scored by a winning team in a final. Five's also a magic number for the 435i. Its single-turbo, twin-scroll N55 engine is an evolution of the N54, quintuple-winner of the International Engine of the Year award between 2007 and 2012. Death by stats? Just see it as everything

### IN DETAIL



**Eco Pro mode becomes your financial conscience. This is worrying.**

being awesome: three turbocharged litres from a howling straight-six, good for sending 225kW and 400Nm to the rear wheels through ZF's ubiquitous 8-speed gearbox. Nothing else matters.

Options? Several, but sensible: 19-inch wheels, a stunning M Sport package (comprising more aggressive aero front, sides and back – a must-have, M Sport brakes, and M Sport suspension), front & rear park distance control, adaptive LED headlights with high-beam assist, Harman/Kardon surround sound, Internet, and Connected Drive Services with real-time traffic information, all finished off by some interior trim upgrades, Ivory White Dakota leather, and a Glacier Silver Metallic coat outside. Just enough.

DN05JC GP was delivered with just 65km on the odometer. The owner's manual advises vehicle speeds up to 160kph and engine speeds below 4500rpm for the first 2000km, so up to now I've concentrated on bedding in the still-stiff components, slipping into Eco Pro mode most of the time via the pushbutton selector on the transmission tunnel, and heeding to the suggested gear indicator via the steering-wheel-mounted paddle shifters. At the time of writing I'd barely burnt through the first tank, but according to the OBC have already saved about 30km of fuel compared to tearing

around in full dolphin-harvesting mode. This saving thing is strangely addictive.

In. A. 225kW. BMW. What is the world coming to?

Why would you want a 435i over a normal 335i? Appearance aside, it's also more practical, with a 480-litre boot, extending to 1300 litres when the rear seat – with its 40/20/40 split – folds flat. So for about R100k more than a 335i, you're also getting a Golf. Two cars for the price of one. What was that, bean counters?

### GARAGE LOGBOOK BMW 435i

#### GOOD STUFF

- ▲ Sits and sounds like BMW should
- ▲ Rear-folding seat opens a world of transport options

#### BAD STUFF

- ▼ Slightly cramped rear headroom for adults
- ▼ Radio requires a second press of the engine on/off button to switch off upon exiting

### KILOMETRES AND L/100KM THIS MONTH

0 0 6 8 9 0 1 10.9





2.0 BI-TDI HIGHLINE AUTO 4X2

# So much for kid gloves

🛢️ 1968cc, 4cyl biturbo diesel, RWD, 132kW, 420Nm 🛢️ 8A 🛢️ 8.2l/100km, 216g/km CO2 🕒 0-100kph in 10.6 sec, 180kph  
 🛢️ 1896kg 🛢️ R467 700 **Total km 6689** **Driver Calvin Fisher** **Why it's here** Can a Touareg transmission work in a two-wheel-drive bakkie?

I didn't feel anything at first. Okay, perhaps a gentle rocking, but nothing more than the tell-tale sign of tall off-road tyre rubber glancing off an off-fending pavement kerb, of which there are many (large ones) in the *TopGear* parking garage. There are also massive pillars: blackened, pockmarked and scratched, the result of years of inter-car/pillar relations. I was in team *TG*'s Amarok, a car that had recently arrived for us all to use – one that would have no single custodian, but rather be shared, respectfully and equally, by all. Hence, when Braam sent out a group email explaining how we should all take utmost care of it, I was more than happy to oblige.

So imagine my surprise – after taking it through a car wash, about an hour after leaving said garage – when I spotted the damage to its rear passenger-side door. And some bits of the load bay, too. I wasn't even angry. Or dismayed. I was genuinely perplexed, vexed, wondering if it had been that way when I got into it. But no – another gentle rocking, this time of my cerebral

## IN DETAIL



For R23 000 you might as well buy a complete 1985 Golf bakkie on Gumtree.

cortex, reminded me of the sashay the Amarok and I had performed earlier when exiting the parking garage. The perceived tyre had not collided with the perceived kerb at all, as it turned out. Rather, in an uncharacteristic (mostly) moment of error, I'd somehow managed to grind a bit of our beloved new 'Rok against one of those mighty pillars that stand sentinel along the narrow pathway to the exit. Idiot.

What followed next, of course (after the humiliation, shame, etc.), was the great Hunt For VW-Approved Panel Shops. Two quotes were necessary; and let me tell you, certified body shops are fewer and further between than you'd guess. I found three very different workshops, and despite a great degree of variation in their respective demeanours, they offered surprisingly similar quotes. (Although one of them did lecture me on the ethics of asking for a quotation and then not coming back to accept it. I didn't bother arguing – or explaining what a quotation, in fact, is actually for – as he had about 30kg on me, which in itself made this a rare occasion. He's proba-

bly not going to get the job, though.)

The price, you ask? For the minor denting and scuffing of a door ("yeah, that will need to be replaced, sir") and some bits o' load bay, on a new vehicle worth R470k? Around R23 000. The damage to my ego? Priceless. Sigh. Not exactly the cheerful note on which I intended to make my exit.

## GARAGE LOGBOOK VW AMAROK

### GOOD STUFF

▲ A super-useful, surprisingly economical, hugely efficient bakkie that thinks it's a car. A posh car.

### BAD STUFF

▼ Not my favourite vehicle for navigating through our labyrinthine parking lot, due to its size (and my own ham-fistedness).

## KILOMETRES AND L/100KM THIS MONTH

0 0 1 2 8 3 0 1 9.8





FIAT 500 ABARTH SS

# Perfectly filtered

🛢️ 1368cc, 4cyl petrol turbo, FWD, 118kW, 230Nm ⚡ 5M 🛢️ 6.5l/100km, 155g/km CO2 ⏱️ 0-100kph in 7.4 sec, 211kph  
 🛡️ 1035kg 🏠 R361 900 **Total km 2334km** **Driver Lance Branquinho** **Why it's here** Because Abarth is the original hot-hatch company.

**L**eaving home in darkness, only to return later the same day to orange-streetlight-hued dusk, is terribly depressing.

Unfortunately, it's a reality earth's wobbling axis visits upon us southern-hemisphere-dwellers during winter.

Cold cars are mostly unhappy cars, too. Metal engine internals require patience to warm and operate to true tolerances. Tyres don't grip, especially when it rains. Or snows (if you live near the Lesotho border, or around Ceres). Unless you're domiciled in KZN, cuddle, where winter doesn't exist and boardshorts are tolerated as year-round formal wear, winter living – and motoring – in Mzansi is testing.

Our white-wheeled Fiat tries to make the most of it, though. Turbocharged cars are a bit less indifferent to South African winter temperatures. Cold air makes for better boosting: it's more dense, and there's less chance of engine knock due to soaring charge temperatures.

What Abarth does best is optimise an admittedly scant consolation for the driving discontent that is winter motoring: sound. We'll spare you the awful boredom and unhappy memories of matric physical science, but sounds waves bend in cold weather, and are more audible; ultimately travelling

## IN DETAIL



This was destined to be a trombone but they forgot to brass it.

slower from the source, but resonating better once within earshot. Succinctly: cars sound louder.

Of course, the Abarth SS is hardly a muted hot hatch. Its Monza exhaust system has plumbing substantial enough to rival the emergency-fire-function recirculating system at Nkandla's pool; and there's a BMC filter, snugly nestled next to the 1.4-litre engine's red tappet cover. Renowned for their motorcycle products, BMC produce properly loud air filters, raising the ire of living-complex body corporates all over the world.

Abarth's duet includes the best of BMC's air cleaning at lower octaves, crescendoing with some trick mechanical valving inside the Monza exhaust's routing. It's as close as any 1.4 production engine will ever get to Nessun Dorma.

Configured to be as loud as is legally possible for a 1.4-litre road car, in winter our SS precedes any arrival by a minute or two with its acoustic boom. In a world of butterfly-actuated Astons, piped-in-sound-resonating Porsches, and (gasp) audio-system-amplified BMWs, the Abarth's less sophisticated big-exhaust-and-bigger-filter elocution is quite disarmingly charming. And tolerated.

Unlike when a menacingly bellowing

AMG V8 or wailing six-cylinder BMW disturbs the airwaves, petrolhead pedestrians return only a wry smile from under their umbrellas, instead of scorn, when you needlessly downshift and throttle up. And when you eventually return home after dark with your SS, the dreaded possibility of having to microwave your own meal is never a concern: because your partner's had two minutes' warning. BMC filtration: keeping marriages steady while straining neighbourly relations since 1973.

## GARAGE LOGBOOK ABARTH 500 ESSEESSE

### GOOD STUFF

▲ Noise pollution is an issue. We get that. Policing nice-sounding cars isn't the solution. Abarth's small-capacity music finds the golden mean.

### BAD STUFF

▼ No heated seats or helm. It's winter. We'd like some of those, please.

▼ And you try and balance a decent takeaway coffee in an Italian cup-holder...

## KILOMETRES AND L/100KM THIS MONTH

0 0 0 4 1 0 0 1 8.5





AUDI A7

# 'Bahn find

**GOODBYE** ☁️ 2967cc, V6 biturbo diesel, AWD, 230kW, 650Nm ⚡️ 8A 🛢️ 6.3l/100km, 166g/km CO2 🕒 0-100kph in 5.3sec, 250kph 🚗 1925kg 🏠 R972 000/R1 302 730 **Total km 12 200 Driver Braam Peens Why it was here To show how incredible diesels can be.**

**A**t *TopGear*, we drive just about every new car being launched. And usually the duration of the loan period from the manufacturer is inversely proportional to the level of exoticness of the car. Or the risk of damage. Or arrest. Understandably, you may get a Porsche for only a pitiful, precious few days; for a Chevy Spark, you get a full two weeks. Toyota has on occasion forgotten where their cars are after dropping them off.

Obviously, one gravitates towards those that provide the thrill of speed, or those that stimulate all the senses; ideally, both at the same time. So I already know what you're thinking at this point: who wouldn't want a stripped-and-caged track terror as a daily driver for a year? I'll tell you who: me.

And it's nothing to do with the arrival of mental maturation ten years too late, or a suddenly-developed conscience over cyclists nearly run over in a past life; but everything to do with all-year liveability. How so?

Car-shopping tips 101: even if you have no family, and for the moment your wife is of the inflatable type, you must have speed. Without speed, you're nothing. For the speedster, the steering wheel is the brush, speed the paint, and the road your canvas. But speed also costs petrol, and petrol costs money; so you want a high-power diesel, which is more economical. But let's say you do have a family, and are nearing forty, which



**IN DETAIL**  
Unless it's a 911 GT3 or Cayman GT4, rear wings on cars are completely useless. But they do look cool.

means you can't be seen driving around in a hot hatch anymore without risking looking like a man-child; so you'll also want four doors and a boot. That rapidly narrows your choice; from a seemingly sizeable selection, to just one option: the A7 bi-TDI.

HGT756 EC arrived at *TopGear* Towers just under a year ago, showing 84km on the odo. The next 12 000km can be distilled into hourglasses of adrenalin, as the concept of time versus fuel economy was constantly challenged. And redefined.

Once the demon was awakened, the twin-turbodiesel V6's bestial torque curve made gaps in traffic possible that never existed before (the Second Coming arrives at a laughable 1450rpm), and not a single car ever overtook me.

The ritual was addictive: Mash the throttle, to the thrum of the diesel morphing into a hoarse rumble, the needle swiftly sweeping past 130kph and signalling the automatic deployment of the rear wing in the rear-view mirror; then the elephantine shove in one's lower back, coupled to a giddy helplessness, as if launching from an aircraft carrier.

I'll cherish the hour-long 220-plus-kph blast to Speedweek in the Kalahari (returning laughable economy figures), and the A7's Boeing-like loading ability on record-breaking runs to Knysna for family holidays.

The Audi arrived loaded with R370 000 worth of options; but given what

I now know about the full fierceness of that engine, I'd have happily sacrificed them all. Because at an entry-level R972 000, it's the best car you can buy for under R1m.

Yes, cars come and go at *TopGear*. And I've learnt to become emotional about only the most special ones. No surprises, then: the A7 bi-TDI wasn't just the wham-bam one-night stand of a thrilled-now, bored-later hot hatch. Rather, the Audi is a car you want to grow old with. It quirks with its idiosyncrasies, but also has the depth to touch your spirit. For a lifetime. It will be sorely missed.

## GARAGE LOGBOOK AUDI A7

### GOOD STUFF

▲ Unassuming appearance, devastating speed

▲ Sounds like a generator at idle, with enough torque to power Eskom and half of Africa

### BAD STUFF

▼ Body shell the size of Russia

▼ Gives smaller parking spaces feelings of inadequacy

▼ I'll never be able to afford one

## KILOMETRES AND L/100KM THIS MONTH

0 0 0 5 4 3 0 1 7.9





## RENAULT MÉGANE GT TURBO

# Creature comforts

🚗 1998cc, 4cyl petrol turbo, FWD, 162kW, 340Nm ⚡ 6M 🛢️ 7.3l/100km, 169g/km CO<sub>2</sub> ⏱️ 0-100kph in 7.6sec, 240kph  
 🏠 1391kg 💰 R339 900 **Total km 12061** **Driver Owen Willoughby** **Why it's here** To make winter that more bearable.

**W**inter is in full swing, and Cape Town is cold and wet; and it's on days like these that I'm reminded of my very first car: a 1980 Volkswagen Mk1 Golf GL, beige with brown vinyl interior. Now, as a student with little or no money, this car was my world. It would get me to art school and back – most times – but winter was its least favourite season.

Where do I begin? The roof was rusted nearly all the way through; the fuse box was always wet, which gave the electrics a mind of their own; and the exhaust manifold was on life support. These were but a few of her idiosyncrasies. Getting her started on a cold winter morning was a combination of faith and prayer. And cursing. As for security... well, there was none; and nothing to steal.

Yet despite all those hassles, I still have fond memories of that car. And that makes me think of how far we've come – or rather, how far I've come – in terms of living with a vehicle. Back then, it was survival; now, preference plays a bigger part.

Let's start on the outside. Getting into the Mégane during a rainstorm is made

### IN DETAIL



**Warm buns, get your warm buns here!**  
**Our Mégane comes with a must have winter accessory**

easier by the hands-free card, which allows you to unlock, start and remotely lock the car, with no key required – all you have to do is keep the card in your pocket.

Once you're in, the Mégane's cabin is not a bad place to be. The automatic dual-zone climate control with combined odour/particle filter is standard on all models. (No more wiping the foggy windscreen with your sleeve!) My ultimate winter must-have is the Alcantara leather seats, with the fronts heated – an option only available on the GT Turbo. I mentioned this in summery November last year, and boy has it been worth the wait. Toasty buns, anyone?

There are other standard features to aid one's driving in the rainy Cape winter. Standard across the entire Mégane range you'll find ABS with Electronic Brake Force Distribution (EBD); and the new Electronic Stability Control (ESC) and Anti-Slip Regulation (ASR) should make handling wet and slippery roads much easier. Reverse-parking assistance will help you manoeuvre into tight spaces in poor-visibility conditions. There's also a weather forecast function included in the multimedia system, which gives daily and five-day forecasts

– though practically, this is as handy as a microwave during loadshedding; winter in Cape Town can be unpredictable.

So living with the Renault Mégane this winter is a far cry from those struggling student days – and yes, technology (and the choices I enjoy) have moved on since then. But in years to come, will I remember the toasty buns rather than the misty windows? Don't think so.

### GARAGE LOGBOOK MÉGANE GT TURBO

#### GOOD STUFF

▲ Comfortable, cocoon-like cabin.

▲ Hands-free card. Gives you David-Blaine-like powers.

#### BAD STUFF

▼ Wet road plus no limited-slip multiplied by over-eager right front wheel in mid-corner could equal mishap. Easy, tiger!

### KILOMETRES AND L/100KM THIS MONTH

0 0 0 5 5 7 0 1 | 10.5





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HOW IT  
WORKS

## AUDI

### TopGear on Audi:

**1** Bauhaus styling influence makes its cars appear a touch generic but the cabins are flawless. R8 symbolic of Ingolstadt's ascendance.

### A1/S1

Essentially a really posh Polo, Audi's A1 wears the Emperor's New Clothes. Either way it's good, but R250k+ good?



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
<b>4</b> 3-door 1.0T	265 000	70	160	10.9	186	4.9	97	6/10
3-door 1.0T auto	282 500	70	160	10.9	186	4.9	102	5/10
3-door 1.4T	298 500	92	200	8.8	204	4.9	115	6/10
3-door 1.4T auto	316 000	92	200	8.8	204	4.9	112	6/10
3-door 1.8T	382 500	141	250	6.8	234	5.6	129	6/10
Sportback 1.0T	272 500	70	160	11.1	186	4.2	97	6/10
Sportback 1.0T auto	290 000	70	160	11.1	186	4.4	102	6/10
Sportback 1.4T	306 000	92	200	8.9	204	5.1	118	6/10
Sportback 1.4T auto	323 500	92	200	8.9	204	4.9	112	6/10
Sportback 1.8T	390 000	141	250	6.9	234	5.6	129	7/10
S1 3-door quattro	452 500	170	370	5.8	250	7.0	162	8/10
S1 Sportback quattro	460 000	170	370	5.9	250	7.1	166	8/10

**5** EURO NCAP: ●●●● L: 395cm W: 174cm H: 141cm  
Boot: 270/920 litres Fuel Tank: 45 litres

### 1 TG SPEAKS

Our verdict on the brand

### 2 SOME WORDS...

...about the car. These may or may not find favour with you

### 3 FUEL ECONOMY

Less is, um, more. same applies to 0-100kph, too

### 4 MODEL CHOICE

You won't find every car here, just the ones that count

### 5 CRASH TESTING

You want five stars here. y'know, safety matters

### 6 BOOT VOLUME

Two numbers here? That's for seats up & down

# What's your 2 year plan?





## ABARTH

### TopGear on Abarth:

Oddly Austrian in origin the original hot hatch brand was conveniently forgotten by Fiat in favour of Alfa Romeo. Not anymore.

## 500/G95

Comparatively senseless. But when a car's this pretty, light and engaging, you just want one.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
500 1.4T	283 900	99	206	7.9	205	6.5	6/10
500 1.4T auto	299 200	103	206	8.1	204	6.5	6/10
500 1.4T esseesse	333 900	118	230	7.4	211	6.5	6/10
500 1.4T esseesse auto	349 200	118	230	7.6	209	6.5	6/10
500C 1.4T	321 900	99	206	7.9	205	6.5	6/10
500C 1.4T auto	337 200	103	206	8.1	204	6.5	6/10
500C 1.4T esseesse	371 900	118	230	7.4	211	6.5	6/10
500C 1.4T esseesse auto	387 200	118	230	7.6	209	6.5	6/10

Euro NCAP: ••••• L: 355cm W: 163cm H: 149cm  
Boot: 185 litres Fuel Tank: 35 litres

## ALFA ROMEO

### TopGear on Alfa Romeo:

Gorgeous styling cloaks average mechanical bits. Petrolhead credentials invalidated if you haven't owned one once. 4C rather special.

## Mini

Alfa's 'small' car is actually quite big. Except on the inside. Yes, it's the Mini all over again, albeit better to look at and worse to drive.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.4Tbi Distinctive	289 900	100	206	8.4	207	5.6	5/10
1.4Tbi Quadrifoglio Verde	320 900	125	250	7.5	219	6.0	5/10

Euro NCAP: ••••• L: 406cm W: 172cm H: 144cm  
Boot: 270/950 litres Fuel Tank: 45 litres

## Giulietta

More flawed yet tempting stuff from Fiat's Taste the Difference range. It's no Golf, which is why you want it, and also why you don't.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.4Tbi Distinctive	349 900	125	250	7.8	218	5.8	6/10
1.4Tbi Exclusive	382 900	125	250	7.7	218	5.2	7/10
1.750Tbi Quadrifoglio Verde	426 400	177	340	6.0	244	7.0	7/10

Euro NCAP: ••••• L: 435cm W: 180cm H: 146cm  
Boot: 350/1045 litres Fuel Tank: 60 litres

## 4C

Achingly gorgeous, ultimately flawed, lightweight sports car. An Alfa then.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
coupe	1050 000	177	350	4.5	258	6.8	6/10

Euro NCAP: n/a L: 399cm W: 186cm H: 118cm  
Boot: 110 litres Fuel Tank: 40 litres

## ASTON MARTIN

### TopGear on Aston Martin:

James Bond's car company defines the term cool Britannia. An achingly beautiful range of cars which all look quite similar.

## Vantage

The car that took on the 911. And lost. But hey, it's an Aston, which means your handmade brogues versus the Porsche's R1000/pair takkies.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
V8 Vantage	1895 000	313	470	4.9	290	13.8	7/10
V8 Vantage auto	1785 000	313	470	4.9	290	12.9	7/10
V8 Vantage N430	1780 000	321	490	4.8	305	13.8	7/10
V8 Vantage N430 auto	1880 000	321	490	4.8	305	12.9	7/10
V8 Vantage roadster	1895 000	313	470	5.1	290	13.8	7/10

V8 Vantage roadster auto	1995 000	313	470	5.1	290	12.9	7/10
V8 Vantage roadster N430	1980 000	321	490	5.0	305	13.8	7/10
V8 Vantage roadster N430 auto	2080 000	321	490	5.0	305	12.9	7/10
V8 Vantage S	1895 000	321	490	4.5	305	13.8	7/10
V8 Vantage S auto	1995 000	321	490	4.5	305	12.8	6/10
V8 Vantage S roadster	2 095 000	321	490	4.5	305	13.8	7/10
V8 Vantage S roadster auto	2 195 000	321	490	4.5	305	12.8	7/10
V12 Vantage S	2 800 000	421	620	3.9	330	14.7	8/10
V12 Vantage S roadster	3 050 000	421	620	4.0	323	14.7	8/10

EURO NCAP: n/a L: 438cm W: 187cm H: 126cm  
Boot: 300 litres Fuel Tank: 80 litres

## DB9

Actually a blend of DB9 and now-defunct Virage. Not without charm, but, really Aston, it's time for new ideas.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
coupe	2 850 000	380	620	4.6	295	14.3	6/10
coupe Carbon Edition	2 985 000	380	620	4.6	295	14.3	6/10
Volante	2 985 000	380	620	4.6	295	14.3	6/10
Volante Carbon Edition	3 195 000	380	620	4.6	295	14.3	6/10

EURO NCAP: n/a L: 472cm W: 188cm H: 128cm  
Boot: 152/184 litres Fuel Tank: 80 litres

## Rapide

Aston has ensured the latest Rapide is, err, rapid-er by giving it the engine from the latest Vanquish. Better than ever.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
Rapide S	3 195 000	410	620	4.9	306	14.3	6/10

EURO NCAP: n/a L: 502cm W: 193cm H: 135cm  
Boot: 317/886 litres Fuel Tank: 90 litres

## Vanquish

Overhauled DB5 is another evolutionary step from Aston and is likely to struggle to broaden the customer base.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
coupe	4 195 000	424	630	3.8	324	12.8	7/10
coupe Carbon Edition	4 295 000	424	630	3.8	324	12.8	7/10
Volante	4 395 000	424	630	4.0	317	12.8	7/10
Volante Carbon Edition	4 495 000	424	630	4.0	317	12.8	7/10

EURO NCAP: n/a L: 472cm W: 190cm H: 129cm  
Boot: n/a Fuel Tank: 78 litres

## AUDI

### TopGear on Audi:

Bauhaus styling influence makes its cars appear a touch generic but the cabins are flawless. R8 symbolic of Ingolstadt's ascendancy.

## A1/S1

Essentially a really posh Polo, Audi's A1 wears the Emperor's New Clothes. Either way it's good, but R250k+ good?



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
3-door 1.0T	265 000	70	160	10.9	186	4.2	9/10
3-door 1.0T auto	282 500	70	160	10.9	186	4.4	5/10
3-door 1.4T	298 500	92	200	8.8	204	4.9	11/10
3-door 1.4T auto	316 000	92	200	8.8	204	4.9	11/10
3-door 1.8T	382 500	141	250	6.8	234	5.6	12/10
Sportback 1.0T	272 500	70	160	11.1	186	4.2	9/10
Sportback 1.0T auto	290 000	70	160	11.1	186	4.4	10/10
Sportback 1.4T	306 000	92	200	8.9	204	5.1	11/10
Sportback 1.4T auto	323 500	92	200	8.9	204	4.9	11/10
Sportback 1.8T	390 000	141	250	6.9	234	5.6	12/10
S1 3 door quattro	452 500	170	370	5.8	250	7.0	16/10
S1 Sportback quattro	460 000	170	370	5.9	250	7.1	16/10

EURO NCAP: ••••• L: 395cm W: 174cm H: 141cm  
Boot: 270/920 litres Fuel Tank: 45 litres

## A3/S3

New A3 is here. Old looks, but new bits underneath. Now more polished than ever.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
3-door 1.2T S	328 000	77	175	10.3	193	4.9	6/10

3-door 1.4T S	334 000	90	200	9.3	203	5.2	12/10
3-door 1.4T S auto	351 000	90	200	9.2	203	4.9	11/10
3-door 1.6TDSI	368 500	77	250	10.7	195	3.9	10/10
3-door 1.8T SE	371 500	132	250	7.1	232	5.8	13/10
3-door 1.8T SE auto	388 500	132	250	7.2	232	5.8	13/10
3-door 1.8T quattro	427 500	132	280	6.7	228	6.8	15/10
Sportback 1.2T S	333 500	77	175	10.5	193	4.9	11/10
Sportback 1.4T S	341 500	90	200	9.5	203	5.3	12/10
Sportback 1.4T S auto	358 500	90	200	9.3	203	5.0	11/10
Sportback 1.6TDSI	376 000	77	250	10.9	195	3.9	10/10
Sportback 1.8T SE	379 000	132	250	7.2	232	5.8	13/10
Sportback 1.8T SE auto	396 000	132	250	7.3	232	5.8	13/10
Sportback 2.0TDSI	413 000	110	320	8.4	213	4.5	11/10
Sportback 1.8T quattro	435 000	132	280	6.8	228	6.8	15/10
sedan 1.4T SE	369 500	92	200	9.4	212	5.3	12/10
sedan 1.4T SE auto	386 500	90	200	9.3	211	5.0	11/10
sedan 1.8T SE	389 000	132	250	7.2	242	5.8	13/10
sedan 1.8T SE auto	406 000	132	250	7.3	235	5.8	12/10
sedan 2.0TDSI SE auto	423 000	110	320	8.4	219	4.5	11/10
sedan 1.8T quattro	445 000	132	280	6.8	235	6.5	14/10
cabriolet 1.4T S	444 000	92	200	10.2	211	5.3	12/10
cabriolet 1.4T S auto	461 000	92	200	10.2	211	5.1	11/10
cabriolet 1.8T SE	474 000	132	250	7.7	242	6.0	14/10
cabriolet 1.8T SE auto	491 000	132	250	7.8	242	5.8	13/10
S3 3-door quattro	524 000	206	380	4.9	250	7.0	16/10
S3 3-door quattro auto	541 000	206	380	5.0	250	6.9	15/10
S3 Sportback quattro	548 500	206	380	5.1	250	6.9	16/10
S3 sedan quattro	558 500	206	380	5.0	250	6.9	15/10
S3 cabriolet quattro	641 500	206	380	5.4	250	7.1	16/10

EURO NCAP: ••••• L: 424/431/446cm W: 178/179cm H: 142cm  
Boot: 365-1100/380-1220/425-880 litres Fuel Tank: 50/55/60 litres

## Q3/RSQ3

This is the car Audi says rivals the Range Rover Evoque. Oh dear. A high-rise Golf with an inferiority complex.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.4T S	402 500	110	250	9.2	204	5.5	13/10
1.4T S auto	419 500	110	250	9.4	204	5.8	13/10
2.0T quattro auto	499 000	132	320	7.6	217	6.5	15/10
2.0TDSI quattro auto	515 000	135	380	8.2	212	5.3	13/10
RS Q3 quattro	752 000	228	420	5.2	250	8.8	20/10

EURO NCAP: ••••• L: 439cm W: 183cm H: 159cm  
Boot: 460/1 365 litres Fuel Tank: 64 litres

## A4/S4/RS4

Competence is overrated. And here's the proof. Yep, the has all the quality and image you crave, but it's a bit... cold.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.8T 88kW S	371 500	88	230	10.5	208	6.5	15/10
1.8T S	398 000	125	320	8.1	230	5.7	13/10
1.8T S auto	415 000	125	320	8.3	225	5.8	13/10
1.8T SE	413 000	125	320	8.1	230	5.7	13/10
1.8T SE auto	430 000	125	320	8.3	225	5.8	13/10
2.0TDSI S	404 500	105	320	9.2	216	4.5	11/10
2.0TDSI S	423 500	130	380	7.9	222	4.8	12/10
2.0TDSI SE	421 500	130	380	8.2	230	4.8	12/10
2.0TDSI SE auto	438 500	130	380	7.9	222	4.8	12/10
2.0T SE	473 000	165	350	6.8	250	5.9	13/10
2.0T quattro	553 000	165	350	6.4	245	6.8	15/10
3.0TDSI quattro	603 500	180	500	5.9	250	5.7	14/10
3.0T quattro	605 000	200	400	5.4	250	7.5	17/10



3.0T SE quattro	722 500	200	400	5.9	234	8.5	199	5/10
3.0TDI SE quattro	742 000	180	580	6.5	225	6.4	169	5/10
SQS TDI quattro	867 000	230	650	5.1	250	6.8	179	6/10

**EURO NCAP: ••••• L: 463cm W: 188cm H: 165cm**  
**Boot: 540/1560 litres Fuel Tank: 75 litres**

**TT**  
 It won't chase away the old stereotypes, but the all-new TT is a big step forward, interior is genuinely cool.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
coupé 2.0T	558 000	169	370	6.0	250	6.3	148	8/10
coupé 2.0T quattro	642 000	169	370	5.3	250	6.4	151	8/10

**EURO NCAP: n/a L: 418cm W: 183cm H: 135cm**  
**Boot: 305-712 litres Fuel Tank: 50/55 litres (quattro)**

## A5/S5/RS5

An artful lesson in understatement, Audi's A5 Coupé does desirable without the flash. Engines to suit most budgets and the RS5 to suit us.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
Sportback 1.8T	473 000	125	320	8.2	231	5.8	134
Sportback 1.8T auto	490 000	125	320	8.4	221	5.9	136
Sportback 2.0TDI SE	518 000	130	380	7.9	225	4.8	127
Sportback 2.0T SE	544 500	165	350	7.0	250	5.9	138
Sportback 2.0T quattro	568 500	165	350	6.5	245	6.6	152
Sportback 3.0TDI quattro	672 500	180	500	6.2	250	5.8	152
Sportback 3.0T quattro	675 000	200	400	6.0	250	7.7	178
coupe 1.8T	483 000	125	320	7.9	231	5.5	128
coupe 1.8T auto	500 000	125	320	8.2	229	5.7	132
coupe 2.0TDI SE	521 000	130	380	7.8	225	4.7	123
coupe 2.0T SE	548 000	165	350	6.8	250	5.9	138
coupe 2.0T quattro	571 500	165	350	6.4	250	6.6	152
coupe 3.0TDI quattro	674 000	180	500	6.2	250	5.8	152
coupe 3.0T quattro	676 000	200	400	5.8	250	7.5	174
cabriolet 1.8T	543 000	125	320	8.7	223	5.9	137
cabriolet 1.8T auto	560 000	125	320	8.9	214	6.0	139
cabriolet 2.0TDI SE	594 000	130	380	8.3	220	5.0	132
cabriolet 2.0T SE	620 500	165	350	7.4	245	6.3	149
cabriolet 2.0T quattro	645 000	165	350	7.2	240	6.9	159
cabriolet 3.0TDI quattro	749 500	180	500	6.3	250	5.8	152
cabriolet 3.0T quattro	751 500	200	400	6.3	250	7.8	181
S5 Sportback quattro	791 000	245	440	5.1	250	7.7	179
S5 coupe quattro	791 000	245	440	4.9	250	7.7	178
S5 cabriolet quattro	888 500	245	440	5.4	250	7.9	184
RS5 coupe quattro	1 029 500	331	430	4.5	250	10.5	246
RS5 cabriolet quattro	1 110 000	331	430	4.9	250	10.7	249

**EURO NCAP: n/a L: 463/471cm W: 186cm H: 137/139cm**  
**Boot: 455/829 (480/980 Sportback) litres Fuel Tank: 65 litres**

## A6/S6

Ingolstadt's compact limo receives the full nip and tuck with even more tech than ever before. Still a bit dull.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.8T	601000	140	320	7.9	233	5.7	133	6/10
S6 quattro	1054500	331	550	4.4	250	9.2	214	7/10

**EURO NCAP: n/a L: 491cm W: 187cm H: 146cm**  
**Boot: 535 litres Fuel Tank: 65 litres**

## A7/S7/RS7 Sportback

Audi's niche-busting continues. The A7 is basically an A8 hatch, so it drives safely, has nice engines and interior, and a slightly more practical boot.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING	
3.0TDI quattro	943 500	200	580	5.7	250	5.2	136	7/10
3.0TDI Bit quattro	1040 000	235	650	5.2	250	6.1	162	7/10
S7 quattro	1176 500	331	550	4.6	250	9.3	215	7/10
RS7 quattro	1596 000	412	700	3.9	305	9.5	221	8/10

**EURO NCAP: n/a L: 497cm W: 192cm H: 142cm**  
**Boot: 535/1390 litres Fuel Tank: 65 litres**

## Q7

A car that addresses all the problems of our socio-economic and environmental malaise by ignoring them outright. The Q7 is a bad idea, brilliantly executed.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
3.0TDI quattro	855 500	180	550	7.8	216	7.4	195	6/10
3.0T quattro	900 000	245	440	6.9	245	10.7	249	5/10
4.2TDI quattro	1055 000	250	760	6.4	240	9.9	242	5/10

**EURO NCAP: ••••• L: 509cm W: 198cm H: 173cm**  
**Boot: 775/2035 litres Fuel Tank: 100 litres**

## A8/S8

Will the A8 ever escape the S-Class's shadow? Probably not, but then on this evidence, it doesn't deserve to.



	PRICE	kW	km	0-100	km/h	L/100km	CO2	RATING
A8 3.0TDI quattro	1182000	190	580	5.9	250	5.9	155	8/10
A8 L 3.0TDI quattro	1349500	190	580	6.1	250	6.0	158	8/10
4.2TDI quattro	1514000	283	850	4.7	250	7.4	194	8/10
A8 L 4.2TDI quattro	1684000	283	850	4.9	250	7.5	197	8/10
S8 quattro	1544500	382	650	4.2	250	10.2	237	8/10
A8 L 6.3 W12 quattro	2048500	368	625	4.7	250	12.4	290	7/10

**EURO NCAP: n/a L: 514/527cm W: 195cm H: 146cm**  
**Boot: 510 litres Fuel Tank: 90 litres**

## R8

Still effortlessly easy to drive, albeit not better than a 911 anymore. Have a V8, it's better than the V10. Promise.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING	
4.2 quattro	1655000	316	430	4.3	300	12.4	289	9/10
4.2 Spyder quattro	1824500	316	430	4.5	300	12.8	294	9/10
5.2 V10 quattro	2206000	386	530	3.6	314	13.1	305	9/10
5.2 V10 Spyder quattro	2375000	386	530	3.8	311	13.3	310	9/10
5.2 V10 plus quattro	2510500	404	540	3.5	317	12.9	299	9/10

**EURO NCAP: n/a L: 443cm W: 190cm H: 124cm**  
**Boot: 100 litres Fuel Tank: 90 litres**

## BENTLEY

**TopGear on Bentley:**

VW's British luxury division is the choice of nouveau riche types. Unfortunately, Impeccably built but not the last word in good taste.



## Continental

The definitive posh VW until Bugatti spoiled the party, the Continental, in coupé and GTC convertible guises, is a masterclass in cod-British style.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING	
GT V8	3,495,000	373	660	4.8	303	10.5	246	8/10
GT V8 convertible	3,795,000	373	660	5.0	301	10.9	254	8/10
GT V8 S	3,820,000	389	680	4.5	309	10.5	246	8/10
GT V8 S convertible	4,245,000	389	680	4.7	308	10.9	254	8/10
GT W12	4,040,000	423	700	4.5	318	14.5	338	7/10
GT W12 convertible	4,345,000	423	700	4.7	314	14.9	347	7/10
GT Speed W12	4,695,000	460	800	4.2	331	14.5	338	7/10
GT Speed W12 convertible	4,995,000	460	800	4.4	327	14.9	347	7/10

**EURO NCAP: n/a L: 480cm W: 192cm H: 140cm**  
**Boot: 358 litres Fuel Tank: 90 litres**

## Flying Spur

It's the four-door saloon version of the W12 Continental GT. That's it really.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
V8	3,795,000	373	660	5.2	295	10.9	254	7/10
W12	4,445,000	460	800	4.6	320	14.7	343	7/10

**EURO NCAP: n/a L: 530cm W: 192cm H: 149cm**  
**Boot: 475 litres Fuel Tank: 90 litres**

## Mulsanne

The replacement for the Arnage, and every bit as opulent and brilliant. If you can ignore the looks (who OK'd those headlights?) this is brilliant.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING	
Mulsanne	6 825 000	377	1020	5.3	296	16.9	393	7/10
Mulsanne Speed	7 500 000	395	1100	4.9	305	14.6	342	8/10

**EURO NCAP: n/a L: 557cm W: 193cm H: 153cm**  
**Boot: 443 litres Fuel Tank: 96 litres**

## BMW

**TopGear on BMW:**

A car company run by engineers prioritising drivers, not passengers. Has branched into making the best electric cars too, incidentally.

## 1 Series

Perhaps the pick of the premium hatches right now, the 1 Series thrashes the opposition for driving. M135i is a bargainous gem.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING	
118i 3-door	342 923	100	220	8.5	210	5.4	129	5/10
118i 3-door auto	361 333	100	220	8.7	210	5.6	133	5/10
120i 3-door	364 842	130	250	7.4	225	5.8	136	6/10
120i 3-door auto	382 334	130	250	7.2	222	5.7	133	6/10
125i 3-door	437 488	160	310	6.4	245	6.6	154	7/10
125i 3-door auto	456 973	160	310	6.2	243	6.3	148	7/10
118i 5-door	361 923	100	220	8.5	210	5.4	129	5/10
118i 5-door auto	370 334	100	220	8.7	210	5.6	133	5/10
120i 5-door	374 142	130	250	7.4	225	5.8	136	6/10
120i 5-door auto	391 834	130	250	7.2	222	5.7	133	6/10
120d 5-door	401 500	140	380	7.1	228	4.1	108	7/10
120d 5-door auto	426 500	140	380	7.0	228	3.9	103	7/10
125i 5-door	446 488	160	310	6.4	245	6.6	154	7/10
125i 5-door auto	465 973	160	310	6.2	243	6.3	148	7/10
M135i 3-door	540 477	240	450	5.1	250	8.0	188	8/10
M135i 3-door auto	559 243	240	450	4.9	250	7.5	175	8/10
M135i 5-door	549 977	240	450	5.1	250	8.0	188	8/10
M135i 5-door auto	568 743	240	450	4.9	250	7.5	175	8/10

**EURO NCAP: n/a L: 432cm W: 177cm H: 142cm**  
**Boot: 360/1200 litres Fuel Tank: 50/52 litres**

## X1

What happened here? It's like a myopic pre-schooler has tried to draw an X3 with crayons. Inexplicable mock-SUV trading on its badge. Back of the class.



	PRICE	110	180	0-100	km/h	L/100km	CO2	RATING
sDrive18i	402 656	110	200	9.7	202	7.7	180	4/10
sDrive18i auto	419 769	110	200	10.4	200	7.9	185	4/10
sDrive20i	427 009	135	270	7.4	205	6.9	162	4/10
sDrive20i auto	444 796	135	270	7.7	205	6.7	157	4/10
sDrive20d	441 923	135	380	7.8	220	4.9	129	4/10
sDrive20d auto	460 539	135	380	7.9	218	5.0	135	4/10
xDrive20i	482 746	135	270	7.8	205	7.5	176	4/10
xDrive20i auto	498 222	135	270	7.9	205	7.1	167	4/10
xDrive20d	497 565	135	380	8.1	215	5.5	145	4/10
xDrive20d auto	515 380	135	380	8.1	213	5.4	143	4/10
xDrive28i auto	554 925	160	350	6.5	240	7.2	168	4/10



## 2 Series

2-Series follows BMW's new naming strategy but is very much its own car. And a rather good one at that.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
220i coupé	413 257	135	270	7.0	235	6.1	142	7/10
220i coupé auto	430 436	135	270	7.0	230	5.7	134	7/10
220d coupé	443 500	135	380	7.2	230	4.5	119	7/10
220d coupé auto	461 500	135	380	7.1	230	4.2	111	7/10
228i coupé	452 988	180	350	5.8	250	6.6	154	7/10
228i coupé auto	470 373	180	350	5.7	250	6.3	148	7/10
220i convertible	493 763	135	270	7.5	231	6.5	152	7/10
220i convertible auto	506 962	135	270	7.6	226	6.2	144	7/10
228i convertible	529 001	180	350	6.1	250	6.8	159	7/10
228i convertible auto	546 498	180	350	6.0	250	6.6	154	7/10
M235i coupé	567 079	240	450	5.0	250	8.1	189	8/10
M235i coupé auto	585 846	240	450	4.8	250	7.8	176	8/10
M235i convertible	651 005	240	450	5.2	250	8.5	189	7/10
M235i convertible auto	670 166	240	450	5.0	250	7.9	184	7/10

EURO NCAP: n/a L: 443cm W: 177cm H: 140-142cm  
Boot: 390/335 litres Fuel Tank: 52 litres

## 3 Series/M3

Not only the benchmark small exec, but one of the best saloons of all. Many more versions are out now, and all are excellent.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
316i	396 436	100	220	8.3	210	5.8	134	9/10
316i auto	414 436	100	220	8.2	210	5.8	134	9/10
320i	435 462	135	270	7.3	235	6.1	144	8/10
320i auto	452 847	135	270	7.6	235	5.9	138	8/10
320d	465 500	135	380	7.5	235	4.5	119	9/10
320d auto	483 500	135	380	7.6	230	4.4	117	9/10
328i	507 975	180	350	5.8	250	6.4	149	9/10
328i auto	525 770	180	350	6.1	250	6.3	147	9/10
330d	592 423	190	560	5.8	250	4.9	129	9/10
335i	654 527	225	400	5.5	250	7.2	169	9/10
ActiveHybrid 3	723 949	250	450	5.3	250	5.9	139	9/10
M3	1 016 118	317	550	4.3	250	8.8	204	8/10
M3 auto	1 063 592	317	550	4.1	250	8.3	194	8/10

EURO NCAP: \*\*\*\*\* L: 462/467cm W: 181/188cm H: 143cm  
Boot: 480 (390 ActiveHybrid3) litres Fuel Tank: 57/60 litres

## 3 Series Gran Turismo

	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
320i GT	478 386	135	270	7.9	230	6.6	153	6/10
320i GT auto	495 565	135	270	7.9	229	6.2	145	6/10
320d GT	509 423	135	380	8.0	230	4.9	129	6/10
320d GT auto	527 423	135	380	7.9	226	4.9	129	6/10
328i GT	550 194	180	350	6.1	250	6.7	156	6/10
328i GT auto	567 475	180	350	6.1	250	6.4	149	6/10
335i GT	693 951	225	400	5.4	250	7.7	178	6/10

EURO NCAP: \*\*\*\*\* L: 482cm W: 183cm H: 149cm  
Boot: 520-1600 litres Fuel Tank: 57/60 litres

## i3

The future is here, its electric and we love it. The rest are now playing catch up. From a long way behind.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
eDrive	525 000	125	250	7.2	150	0.0	0	9/10
eDrive REX	595 000	125	250	7.9	150	0.6	13	9/10

EURO NCAP: n/a L: 400cm W: 178cm H: 158cm  
Boot: 260-1100 litres Fuel Tank: 9 litres (eDrive REX)

## X3

Far superior to the last one, which, let's face it, wasn't tricky. Interior is plusher and it now rides comfortably.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
xDrive20i	548 938	135	270	8.4	210	7.4	173	6/10
xDrive20i auto	565 707	135	270	8.2	210	6.9	161	6/10
xDrive20d	578 829	140	400	8.1	210	5.0	131	6/10
xDrive28i	648 809	180	400	6.5	230	7.0	182	5/10

EURO NCAP: n/a L: 465cm W: 188cm H: 168cm  
Boot: 550-1600 litres Fuel Tank: 67 litres

## 4 Series/M4

The name may have changed but the game's still the same. Smooth, genteel, refined and sport-ish.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
420i Gran Coupé	508 475	135	270	7.5	236	6.4	149	8/10
420i Gran Coupé auto	525 757	135	270	7.6	236	6.1	142	8/10
420d Gran Coupé	539 910	135	270	7.7	236	4.7	124	8/10
420d Gran Coupé auto	557 603	135	270	7.5	236	4.6	121	8/10
428i Gran Coupé	587 498	180	350	6.1	250	6.6	154	7/10
428i Gran Coupé auto	604 770	180	350	6.0	250	6.3	147	7/10
435i Gran Coupé	754 540	225	400	5.2	250	7.5	174	n/d
420i coupé	507 962	135	270	7.3	236	6.1	144	9/10
420i coupé auto	525 449	135	270	7.3	236	6.0	139	9/10
420d coupé	539 410	135	380	7.5	240	4.7	124	8/10
420d coupé auto	557 103	135	380	7.3	232	4.6	121	8/10
428i coupé	586 988	180	350	5.9	250	6.6	154	8/10
428i coupé auto	604 270	180	350	5.8	250	6.3	147	8/10
435i coupé	754 027	225	400	5.1	250	7.2	169	9/10
420i convertible	599 001	135	270	8.2	230	6.6	154	8/10
420i convertible auto	616 488	135	270	8.3	230	6.4	149	8/10
428i convertible	696 501	180	350	6.4	250	6.8	159	7/10
428i convertible auto	719 988	180	350	6.4	250	6.6	154	7/10
435i convertible	857 748	225	400	5.5	250	7.5	176	8/10
M4 coupé	1 068 118	317	550	4.3	250	8.8	204	9/10
M4 coupé auto	1 115 592	317	550	4.1	250	8.3	194	9/10
M4 convertible	1 219 042	317	550	4.6	250	9.1	213	8/10
M4 convertible auto	1 280 516	317	550	4.4	250	8.7	203	8/10

EURO NCAP: n/a L: 462/464cm W: 181/183cm H: 143/138cm  
Boot: 480/445/220-370 litres Fuel Tank: 60 litres

## X4

People with the hides of rhinos and a passion for obnoxiousness bought the X6, so now we have to suffer an X4. Joy.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
xDrive20i	661 707	135	270	8.1	212	6.9	161	6/10
xDrive20d	664 829	140	400	8.0	212	5.4	143	6/10
xDrive28i	725 809	180	350	6.4	232	7.0	182	6/10
xDrive30d	811 475	190	560	5.8	234	5.9	156	7/10
xDrive35i	820 990	225	400	5.5	247	8.3	193	7/10

EURO NCAP: n/a L: 467cm W: 188cm H: 162cm  
Boot: 500-1400 litres Fuel Tank: 67 litres

## Z4

How does BMW get the Z4 wrong? It looks right, but doesn't drive right. The Boxster kicks it in the tenders.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
sDrive20i	596 501	135	270	6.9	235	6.8	159	5/10
sDrive20i auto	606 201	135	270	7.2	232	6.8	159	5/10
sDrive28i	670 001	180	350	5.7	250	6.8	159	5/10
sDrive28i auto	689 701	180	350	5.7	250	6.8	159	5/10
sDrive35i	836 657	225	400	5.2	250	8.4	219	5/10
sDrive35i auto	865 657	225	400	5.1	250	9.1	211	5/10
sDrive35is	923 337	250	500	4.8	250	9.1	211	6/10

EURO NCAP: \*\*\*\*\* L: 424cm W: 179cm H: 129cm  
Boot: 180-310 litres Fuel Tank: 61 litres

## 5 Series/M5

Remains the best exec around thanks to cossetting cabin and ride. Big and smooth and brilliant - why do you need a 7 Series?



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
520i	601 449	135	270	8.0	226	6.4	139	7/10
520d	634 000	140	400	7.9	233	4.1	109	7/10
528i	723 257	180	350	6.3	250	6.5	142	7/10
530d	817 936	190	560	6.0	250	5.3	134	8/10
535i	833 527	225	400	5.9	250	7.6	169	7/10
ActiveHybrid 5	894 475	250	450	5.9	250	6.4	149	7/10
535d	943 847	230	630	5.5	250	5.4	138	8/10
550i	1 075 605	330	650	4.6	250	8.6	199	7/10
M5	1 403 991	412	680	4.3	250	9.9	232	9/10

EURO NCAP: \*\*\*\*\* L: 490cm W: 186cm H: 146cm  
Boot: 520 (375 ActiveHybrids) litres Fuel Tank: 70 litres

## 5 Series Gran Turismo

A 5 Series with some extra bottom. The boot is a clever hatch-or-saloon, and the rear seats recline for extra comfiness.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
520d GT	705 962	135	380	8.9	215	5.5	144	5/10
530d GT	861 386	190	560	6.2	246	5.8	153	5/10
535i GT	877 887	225	400	6.1	250	8.2	182	5/10
550i GT	1 115 644	330	650	5.0	250	9.2	214	5/10

EURO NCAP: n/a L: 500cm W: 190cm H: 156cm  
Boot: 440/1700 litres Fuel Tank: 70 litres

## X5

The original softroader is very good on the tarmac. For a two-tonne SUV. Second only to the Range Rover for utter road domination.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
xDrive35i	877 440	225	400	6.5	235	8.5	187	7/10
xDrive30d	890 194	190	560	6.8	230	5.9	156	8/10
xDrive40d	1 005 296	230	630	5.9	236	6.0	157	8/10
xDrive50i	1 113 670	330	650	4.9	250	8.6	224	7/10
M50d	1 168 938	280	740	5.3	250	6.6	173	8/10
X5 M	1 657 158	423	750	4.2	250	11.1	258	7/10

EURO NCAP: n/a L: 488cm W: 194cm H: 176cm  
Boot: 650/1850 litres Fuel Tank: 85 litres

## X6

A more grotesque, slightly less usable iteration of the perfectly practical BMW X5. Get it if the idea of a slipperier looking SUV appeals to you.




	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
xDrive35i	955 503	225	400	6.4	240	8.5	199	8/10
xDrive40d	1 056 912	230	630	5.8	240	6.2	163	8/10
xDrive50i	1 173 773	330	650	4.8	250	9.7	225	5/10
M50d	1 332 540	280	740	5.2	250	6.6	174	8/10
X6 M	1 690 659	423	750	4.2	250	11.1	258	7/10



**i8**

A supercar for spacemen. There's nothing else like it: this is a performance car that makes a Prius look like a gas-guzzler



PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1755000	268	5700	4.4	250	21	49	5/10


EURO NCAP: n/a L: 469cm W: 194cm H: 129cm  
Boot: 154 litres Fuel Tank: 42 litres

**CHERY**

*TopGear on Chery:*  
With Chinese cars, there can be no cherry picking. Sorry.

**QQ3**

Like a pre-owned Daewoo Matiz, but worse. A lot worse.




PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
88900	38	70	20.0	138	6.8	156	2/10
99900	38	70	20.0	138	6.8	156	2/10
109900	50	90	18.5	160	5.7	133	2/10

EURO NCAP: n/a L: 355cm W: 150cm H: 149cm  
Boot: 190/1308 litres Fuel Tank: 35 litres

**J1**

Chery's attempt at originality. Laudable for a Chinese brand. Not a great car, nonetheless.




PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
129900	61	114	16.0	156	7.0	160	3/10

EURO NCAP: n/a L: 370cm W: 158cm H: 153cm  
Boot: 324 litres Fuel Tank: 43 litres

**J2**

An average B-segment effort from Chery with no evidence of tracing paper in its design.




PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
139900	72	140	15.1	171	7.4	176	n/d

EURO NCAP: n/a L: 414cm W: 169cm H: 149cm  
Boot: 270 litres Fuel Tank: 50 litres

**J3**

Fully loaded C-segment five-door with asthmatic 1.6 16v. No diesel for RHD markets. Huh?




PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
209900	93	160	n/a	n/a	8.3	194	3/10

EURO NCAP: n/a L: 428cm W: 179cm H: 147cm  
Boot: 350 litres Fuel Tank: 57 litres

**Tiggo**

A RAV4 clone attempt done by the drones. Chery's best-selling model in South Africa. Baffling.



PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
229900	93	160	n/a	165	8.6	201	3/10


EURO NCAP: n/a L: 429cm W: 177cm H: 171cm  
Boot: 1935 litres Fuel Tank: 57 litres

## CHEVROLET

**TopGear on Chevrolet:**  
Local offerings are mostly evolved Daewoos, built in Korea. Very little bowtie DNA in evidence.

**Spark Lite**

One of the cheapest cars you can buy in SA, and it shows. No match for established rivals. Fugly, too.




PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
104300	49	87	15.4	154	5.8	135	4/10

EURO NCAP: n/a L: 364cm W: 160cm H: 152cm  
Boot: 170/568 litres Fuel Tank: 35 litres

**Spark**

Semi-convincing alternative to the established budget city cars, but jury still out on rhino-meets-elephant looks.




PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
121900	60	108	13.3	164	5.4	129	5/10
132100	60	108	13.3	164	5.4	129	5/10
140900	60	108	13.3	164	5.4	129	5/10
153600	60	108	13.3	164	5.4	129	5/10

EURO NCAP: n/a L: 364cm W: 160cm H: 152cm  
Boot: 568 litres Fuel Tank: 35 litres

**Utility**

Market leader gets the full Brazilian. not as good as the old one




PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
141700	68	120	12.8	160	7.2	171	6/10
164000	68	120	12.8	160	7.2	171	6/10
167400	68	120	12.8	160	7.2	171	6/10
193700	68	120	12.8	160	7.2	171	6/10
160800	77	161	9.8	185	8.1	193	6/10
169100	77	161	9.8	185	8.1	193	6/10
173300	77	161	9.8	185	8.1	193	6/10
201600	77	161	9.8	185	8.1	193	6/10
213300	55	170	n/a	n/a	5.5	145	7/10

EURO NCAP: n/a L: 451cm W: 170cm H: 158cm  
Boot: n/a litres Fuel Tank: 56 litres

**Aveo**

Disappointing and unimaginative, the Aveo is a poor relation to the smaller and sparkier Spark. Dig no deeper for the vastly superior Hyundai Accent.




PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
144800	77	145	11.5	184	7.3	173	2/10
149500	77	145	11.6	184	7.3	173	2/10
161800	77	145	11.6	184	7.3	173	2/10
176600	77	145	12.1	176	7.7	184	2/10

EURO NCAP: n/a L: 392/431cm W: 168/171cm H: 152cm  
Boot: 466/653 litres Fuel Tank: 45 litres

**Sonic**

It's no Concorde, but at least it won't give your bank manager a coronary.




PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
203800	85	155	11.3	189	6.5	155	4/10
208700	85	155	11.3	183	6.4	152	4/10
219600	85	155	11.7	178	6.9	164	4/10
238100	103	200	9.5	197	6.6	155	6/10

EURO NCAP: n/a L: 404/440cm W: 174cm H: 152cm  
Boot: 466/653 litres Fuel Tank: 46 litres

**Prize**

Affordable motoring and little else. The saloon is at least an interesting proposition compared to mainstream choices. The hatch not so much.




PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
230400	86	155	12.8	190	6.7	157	3/10
247200	86	155	12.8	190	6.7	157	3/10
262500	103	200	9.3	195	5.8	135	5/10
272400	103	200	10.4	204	6.8	157	6/10
248300	86	155	12.8	185	6.7	158	3/10
265200	103	200	9.3	200	5.8	135	6/10

EURO NCAP: n/a L: 451/460cm W: 179cm H: 148cm  
Boot: 413/450 litres Fuel Tank: 60 litres

**Orlando**

Chevrolet's take on the seven-seat MPV. So. It comes with seven seats, there's plenty of storage... sorry, we're nodding off.




PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
301300	104	176	12.0	185	7.2	171	4/10

EURO NCAP: n/a L: 465cm W: 184cm H: 163cm  
Boot: 101/739/1594 litres Fuel Tank: 64 litres

**Captiva**

Facelifted car is still a cheap way into seven-seat SUV ownership, but there are far more enticing offers from other Korean brands.




PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
366500	123	230	10.5	190	8.8	210	5/10
384000	123	230	11.0	175	8.8	210	5/10
398800	135	400	n/a	n/a	7.9	209	6/10

EURO NCAP: n/a L: 468cm W: 185cm H: 175cm  
Boot: 465/1577 litres Fuel Tank: 65 litres

**Trailblazer**

A bakkie-based SUV that does not give the mighty Toyota Fortuner a run for its money.



PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
434900	120	380	11.7	180	7.4	195	6/10
513500	144	500	10.6	180	9.5	254	6/10
551100	144	440	11.4	180	8.0	215	7/10
569800	144	500	10.6	180	9.5	254	7/10


EURO NCAP: n/a L: 488cm W: 190cm H: 185cm  
Boot: 830 litres Fuel Tank: 76 litres

## CHRYSLER

**TopGear on Chrysler:**  
The perennial second princess of the American big three offers a lot of spec but little else. Voyage to nowhere, really.

**Grand Voyager**

An improvement over its crappy predecessor, but Merc makes a Viano.




PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
609990	120	360	12.8	186	8.4	222	5/10
674990	120	360	12.8	186	8.4	222	5/10

EURO NCAP: n/a L: 514cm W: 195cm H: 188cm  
Boot: 914/2342 litres Fuel Tank: 75 litres

**300C**

New nose, same old theme. Hugely improved cabin materials. Proper diesel too. Tremendous value.



PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
601990	210	340	7.7	240	9.7	227	7/10
683990	177	550	7.4	230	7.2	191	7/10
777990	347	631	5.0	280	13.0	303	8/10

EURO NCAP: n/a L: 507/509cm W: 190cm H: 149cm  
Boot: 481 litres Fuel Tank: 72 litres






## CITROËN

**TopGear on Citroën:**  
Returning to its quirky French roots with Cactus, Picasso and DS. Styled for the individual. Suited to the Newtown-domiciled.

### C1

The first time Citroën got jiggy with Peugeot and Toyota, they created something quite cool. Now it's round two.




	PRICE	NW	Nm	0-100	km/h	L/100km	CO2	RATING
VTi 82 Feel	168 900	60	118	11.0	170	4.3	99	n/d
VTi 82 Airscape Feel	194 900	60	118	11.0	170	4.3	99	n/d

**EURO NCAP:** n/a L: 347cm W: 162cm H: 146cm  
Boot: 196-780 litres Fuel Tank: 35 litres

### C3

The worthy five-door C3 is a bit soft against the Fiastas, Polos and Clios of this world. And now it's been rogered from within by the DS3.




	PRICE	NW	Nm	0-100	km/h	L/100km	CO2	RATING
VTi 68 Attraction	164 900	50	95	14.2	163	4.4	102	4/10
VTi 82 Attraction	191 900	60	118	12.3	174	4.7	109	5/10
VTi 82 Seduction	205 900	60	118	12.3	174	4.7	109	5/10

**EURO NCAP:** n/a L: 394cm W: 173cm H: 152cm  
Boot: 300/1120 litres Fuel Tank: 50 litres

### DS3

A former Car of the Year and a gigantic mincing Gallic leap forward for Citroën. Not fast, but a kick up the arse for Mini.




	PRICE	NW	Nm	0-100	km/h	L/100km	CO2	RATING
VTi 82 Design	222 900	60	118	12.3	174	4.7	109	5/10
VTi 120 Style	261 900	88	160	8.9	190	5.9	136	6/10
VTi 120 Style auto	276 900	88	160	10.3	190	6.6	153	6/10
e-HDi 90 Style	263 900	68	230	11.3	182	3.7	98	6/10
THP 155 Sport	284 900	115	240	7.3	214	5.8	135	7/10
THP 155 Ultra Prestige	324 900	115	240	7.3	214	6.0	139	7/10
Cabrio VTi 82 Design	245 900	60	118	12.5	172	4.7	109	7/10
Cabrio VTi 120 Style	284 900	88	160	9.0	190	5.9	136	7/10
Cabrio THP 155 Sport	317 900	115	240	7.4	210	5.8	135	7/10

**EURO NCAP:** n/a L: 395cm W: 172cm H: 148cm  
Boot: 285/880 litres Fuel Tank: 48 litres

### C4 Cactus

A breath of fresh air, as only Citroën can do. Great looking and with just enough gadgets to keep a modern family happy




	PRICE	NW	Nm	0-100	km/h	L/100km	CO2	RATING
1.2 Feel	224 900	60	118	14.5	167	4.6	107	7/10
1.2 e THP Feel	259 900	81	205	9.3	188	4.7	107	8/10
1.2 e THP Shine	284 900	81	205	9.3	188	4.7	107	8/10

**EURO NCAP:** n/a L: 416cm W: 173cm H: 148-153cm  
Boot: 358-1170 litres Fuel Tank: 50 litres

### C4

If you want a cool and interesting Citroën, buy one of the DS's. The new C4 is uncomfortable, efficient, but also dull.




	PRICE	NW	Nm	0-100	km/h	L/100km	CO2	RATING
VTi 120 Attraction	259 900	88	160	10.8	193	6.2	143	4/10
VTi 120 Seduction	276 900	88	160	10.8	193	6.2	143	4/10
VTi 120 Seduction auto	290 900	88	160	12.5	188	6.9	159	4/10
VTi 120 Exclusive	295 900	88	160	10.8	193	6.2	143	4/10
e-HDi 110 Seduction	296 900	82	270	12.4	190	4.2	109	4/10

**EURO NCAP:** n/a L: 433cm W: 179cm H: 149cm  
Boot: 380/1183 litres Fuel Tank: 60 litres

### DS4

Oddball addition to the DS range, which is neither a hatch nor an SUV. But it drives well and looks a little like a poor man's 5 Series GT.




	PRICE	NW	Nm	0-100	km/h	L/100km	CO2	RATING
VTi 120 Design	291 900	88	160	10.8	193	6.2	144	6/10

	PRICE	NW	Nm	0-100	km/h	L/100km	CO2	RATING
THP 160 Style	347 900	120	240	9.3	212	7.7	178	6/10
THP 200 Sport	377 900	147	275	7.9	235	6.4	149	6/10
HdI 160 Sport	375 900	120	340	8.6	212	5.1	134	7/10
HdI 160 Sport auto	380 900	120	340	8.9	208	5.7	149	7/10

**EURO NCAP:** n/a L: 473cm W: 181cm H: 152cm  
Boot: 359/1021 litres Fuel Tank: 60 litres

### C4 Picasso

An unapologetically French MPV that favours an airy cabin and a bonkers disposition.




	PRICE	NW	Nm	0-100	km/h	L/100km	CO2	RATING
e-HDi 85kW Seduction	325 900	85	270	13.6	189	4.0	105	5/10
e-HDi 85kW Intensive	345 900	85	270	13.6	189	4.0	105	5/10
e-THP 121kW Intensive auto	369 900	121	240	9.3	200	5.6	130	5/10

**EURO NCAP:** n/a L: 443cm W: 183cm H: 163cm  
Boot: 537-1851 litres Fuel Tank: 55 litres

### C4 Aircross

Cheaper 4008 clone enters SUV segment dominated by Koreans.




	PRICE	NW	Nm	0-100	km/h	L/100km	CO2	RATING
2.0i Attraction	313 900	113	198	9.3	200	7.5	178	5/10
2.0i Comfort	337 900	113	198	9.3	200	7.5	178	5/10
2.0i Seduction	345 900	113	198	9.3	200	7.5	178	5/10
2.0i Seduction auto	360 900	113	198	10.2	190	7.6	180	5/10
HdI 115 Seduction	378 900	84	270	10.8	182	4.6	119	5/10
HdI 115 4WD Comfort	387 900	84	270	11.6	180	4.9	129	5/10
2.0i 4WD Exclusive	410 900	113	198	10.9	188	8.1	191	5/10

**EURO NCAP:** n/a L: 434cm W: 180cm H: 163cm  
Boot: 384/1193 litres Fuel Tank: 63 litres

### Dispatch Multispace

The spawn of a three-way gang-bang between Fiat (Scudo), Peugeot (Expert) and Citroën.




	PRICE	NW	Nm	0-100	km/h	L/100km	CO2	RATING
HdI 120 Attraction	397 900	88	300	13.0	160	7.3	194	5/10
HdI 160 Comfort	424 900	120	340	13.6	170	7.6	199	5/10

**EURO NCAP:** n/a L: 514cm W: 198cm H: 194cm  
Boot: 550 litres Fuel Tank: 80 litres

### DS5

The most avantgarde of all the DS. Not as inspiring as the DS3, and the ride is terrible, but family cars come no cooler.




	PRICE	NW	Nm	0-100	km/h	L/100km	CO2	RATING
THP 155 Style	438 900	115	240	9.7	202	7.3	169	6/10
THP 200 Sport	469 900	147	275	8.2	235	6.7	155	7/10
HdI 160 Sport	476 900	120	340	10.1	212	6.1	158	5/10

**EURO NCAP:** n/a L: 453cm W: 198cm H: 154cm  
Boot: 468 litres Fuel Tank: 60 litres

### DATSUN

**TopGear on Datsun:**  
Revered racing name scandalously reincarnated with questionable safety engineering. From India. Bad karma.



**Go**  
Pathetic safety equipment spoils what could have been our new people's champion. Pity.

	PRICE	NW	Nm	0-100	km/h	L/100km	CO2	RATING
1.2 Mid	91 300	50	104	13.3	161	5.2	123	3/10
1.2 Lux	102 500	50	104	13.3	161	5.2	123	4/10


**EURO NCAP:** n/a L: 379cm W: 164cm H: 149cm  
Boot: 265 litres Fuel Tank: 35 litres

## DODGE

**TopGear on Dodge:**  
Almost forgotten Chrysler sub-brand. Most certainly worth dodging.

### Journey

Not half bad-looking, but you won't be saying that about its depreciation after two years.



	PRICE	NW	Nm	0-100	km/h	L/100km	CO2	RATING
2.4 SXT	377 900	125	220	n/a	n/a	9.6	225	3/10
3.6 SXT	416 900	206	353	n/a	n/a	10.4	242	3/10
3.6 R/T	466 900	206	353	n/a	n/a	10.4	242	3/10
Crossroad 3.6	486 900	206	353	n/a	n/a	10.4	242	3/10

**EURO NCAP:** n/a L: 489cm W: 188cm H: 169cm  
Boot: 167/2296 litres Fuel Tank: 78 litres

## FAW

**TopGear on FAW:**  
Japanese compact car imitation by a Chinese company. Hatch named after notorious Nazi WW2 ballistic missile. Not clever.

### V2

What do you call a photocopier machine in China? A design department. This one's Swift flavoured.




	PRICE	NW	Nm	0-100	km/h	L/100km	CO2	RATING
1.3 DLX	99 995	67	120	n/a	166	6.5	155	n/d
1.3 #Like	109 995	67	120	n/a	166	6.5	155	n/d

**EURO NCAP:** n/a L: 376cm W: 168cm H: 153cm  
Boot: 320 litres Fuel Tank: 37 litres

### Sirius S80

Don't confuse it with the similarly named luxury Volvo. This is more like a Chinese Avanza. Sirusius.



	PRICE	NW	Nm	0-100	km/h	L/100km	CO2	RATING
1.3 Comfort	164 995	67	120	n/a	160	7.5	177	n/d
1.5	173 295	75	140	n/a	n/a	8.1	191	n/d
1.5 Comfort	189 995	75	140	n/a	n/a	8.1	191	n/d

**EURO NCAP:** n/a L: 415cm W: 168cm H: 174cm  
Boot: n/a litres Fuel Tank: 45 litres

## FERRARI

**TopGear on Ferrari:**  
Sickeningly kitsch theme parks don't detract from the cars, which are phenomenal and well beyond the capability of their owners.

### California T

The Ferrari that everyone thought was a Maserati now has a turbo V8. The purists will hate it, but it'll bring in buyers.




	PRICE	NW	Nm	0-100	km/h	L/100km	CO2	RATING
California T	368 000	412	755	3.8	316	10.5	250	6/10

**EURO NCAP:** n/a L: 456cm W: 190cm H: 131cm  
Boot: 240/340 litres Fuel Tank: 78 litres

### 458

The finest sports car of the past five years. Utterly mind-blowing. You should want one. Everyone should want one.



	PRICE	NW	Nm	0-100	km/h	L/100km	CO2	RATING
Spider	4610 000	419	540	3.4	320	13.3	307	10/10
Speciale	4977 500	445	540	3.0	325+	13.3	307	10/10
Speciale A	5445 000	445	540	3.0	325+	13.3	307	10/10

**EURO NCAP:** n/a L: 453cm W: 194cm H: 121cm  
Boot: 230 litres Fuel Tank: 86 litres

# The Audi A4 with a 2 year Guaranteed Future Value at only R 4 999 p.m.



Finance subject to approval by Audi Financial Services, a division of Volkswagen Financial Services South Africa Proprietary Limited, an Authorised Financial Services and Credit Provider NCRCP6635. Offer on the Audi A4 1.8T FSI SE multitronic at R430 000 over 2 years, 10% deposit, 0% linked rate, prime currently at 9.25%, 63% GFV. Excludes monthly admin fee of R57. Model shown may be fitted with optional equipment. Interest rate will vary from example in this advert if price differs. Optional equipment pricing is not included in the finance amount advertised. Offer valid until 31 July 2015. Ts & Cs apply.





## 488 GTB

Evolved 458 that makes turbocharging that much more acceptable to the tifosi. Trick aero. Looks ace. Latter day 288 of sorts?



	PRICE	kW	Nm	0-100	km/h	l/100km	CO2	RATING
488 GTB	TBA	492	760	3.0	330+	11.4	260	10/10

EURO NCAP: n/a L: 453cm W: 194cm H: 121cm  
Boot: 230 litres Fuel Tank: 86 litres

## FF

A 4wd Ferrari Estate, making this the most practical 300kph family car around. Buy it for the 6.3-litre V12, not the 450-litre boot.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
FF	5150 000	485	683	3.7	335	15.4	360	9/10

EURO NCAP: n/a L: 491cm W: 196cm H: 138cm  
Boot: 450/800 litres Fuel Tank: 91 litres

## Fi2herlinetta

The F12 is bombastic, epic and howlingly fast. The fastest Ferrari road car ever - faster even than an Enzo - nothing remotely like it.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
F12berlinetta	5979000	545	690	3.1	340	15.0	350	9/10

EURO NCAP: n/a L: 462cm W: 194cm H: 127cm  
Boot: 320 litres Fuel Tank: 92 litres

## FIAT

### TopGear on Fiat:

Painless to park. Good to look at. Quintessential Italian urban transport. South Africa has a lot of parking space though. Conundrum.

## Panda

It's back, it's slightly rounder and it's still entirely brilliant. Come ere cuddly Panda, we want to give you a hug.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.2 Pop	152 990	51	102	14.2	164	5.2	120	8/10

EURO NCAP: ••••• L: 400cm W: 169cm H: 149cm  
Boot: 275/1030 litres Fuel Tank: 35 litres

## 500

Not quite the Sixties revival Fiat was hoping for, but the 500 is a refreshing alternative to the ubiquitous Mini. One for the wife, unless you secretly like Boyzone.



	PRICE	kW	Nm	0-100	km/h	l/100km	CO2	RATING
1.2 Pop	177900	51	102	12.9	160	5.1	119	5/10

EURO NCAP: ••••• L: 355cm W: 163cm H: 149cm  
Boot: 185 litres Fuel Tank: 35 litres

## Qubo

Practical, funky little MPV for married-with-kids hipsters who grew up pushing wooden toys around sandpits.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.4	200 990	54	118	16.2	155	6.6	152	6/10

EURO NCAP: N/A L: 396cm W: 172cm H: 174cm  
Boot: 330/2500 litres Fuel Tank: 45 litres

## 500L

Don't be misled by the badge and the headlights. The 500L is more Panda than 500, and bigger than you expect.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.4 Pop Star	255 900	70	127	12.8	178	6.2	145	5/10

EURO NCAP: n/a L: 415cm W: 178cm H: 166cm  
Boot: 340/1310 litres Fuel Tank: 50 litres

## Doblo Panorama

It's the Qubo's bigger MPV brother. If you require such a thing. We don't.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.6 Multijet Dynamic	223,490	77	290	13.4	164	5.5	145	4/10

EURO NCAP: n/a L: 439cm W: 183cm H: 190cm  
Boot: 790/3200 litres Fuel Tank: 60 litres

## FORD

### TopGear on Ford:

American alternative to VW, with a range of very tidily engineered cars. Ranger has become Hilux's most credible rival in, well, forever.

## Figo

Indian-built old shape Fiesta used to be the class king, until the new Kia Picanto came around.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.4 Ambiente	144 900	62	127	12.1	180	6.6	150	6/10

EURO NCAP: n/a L: 380cm W: 168cm H: 143cm  
Boot: 284/979 litres Fuel Tank: 45 litres

## Ikon

Old and ugly. Should be put out of its misery.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.6 Ambiente	163900	74	143	11.3	180	7.7	182	4/10

EURO NCAP: n/a L: 428cm W: 169cm H: 147cm  
Boot: 630 litres Fuel Tank: 45 litres

## Fiesta

Arguably the best supermini on sale. Pace setter or pacemaker, there's something for everyone here.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING	
5-door 1.4 Ambiente	194 030	71	128	12.2	175	5.7	130	7/10
5-door 1.4 Trend	204 900	71	128	12.2	175	5.7	130	7/10
5-door 1.0T Ambiente auto	199 900	74	170	10.8	180	4.9	114	7/10
5-door 1.0T Trend	199 900	92	170	9.4	186	4.3	99	7/10
5-door 1.0T Trend auto	209 900	74	170	10.8	180	4.9	114	7/10
5-door 1.0T Titanium	219 900	92	170	9.4	186	4.3	99	7/10
5-door 1.0T Titanium auto	229 900	74	170	10.8	180	4.9	114	7/10
5-door 1.6TDGi Ambiente	210 030	70	200	11.7	181	3.6	95	7/10
5-door 1.6TDGi Trend	216 900	70	200	11.7	181	3.6	95	7/10
3 door ST	276 900	134	290	6.9	220	5.9	138	8/10

EURO NCAP: ••••• L: 395cm W: 172cm H: 143cm Boot: 281 litres Fuel Tank: 40/42 litres

## EcoSport

Ford rushes in with niche-filling B-Segment SUV. Fiesta on stilts, anyone?



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.5 Ambiente	210 900	82	138	n/a	171	6.5	154	6/10

1.5TDCi Titanium	270900	66	205	n/a	160	4.5	125	7/10
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EURO NCAP: N/A L: 401cm W: 177cm H: 167cm  
Boot: 705 litres Fuel Tank: 52 litres

## Focus

New engines, new interior design, even a tweak to perk the handling back up. Focus is back to its best.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.4 ACT 4-door	212 900	92	170	11.1	192	5.0	116	7/10

EURO NCAP: ••••• L: 436/453cm W: 182cm H: 148cm  
Boot: 363/1148 litres Fuel Tank: 55/60 litres

## Ranger

So much more bakkie than before, plus it's bigger. Gotta like the big bro F150 genes.



PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
199 900	122	226	6.7	188	10.8	257	6/10
235 900	122	226	6.7	188	10.8	257	6/10
249 900	122	226	6.7	188	10.8	257	6/10
239 900	88	285	6.7	188	9.0	237	6/10
249 900	88	285	6.7	188	9.0	237	6/10
264 900	88	285	6.7	188	9.0	237	6/10
316 900	88	285	6.7	188	9.6	253	6/10
318 900	110	375	6.7	188	7.6	199	6/10
347 900	110	375	6.7	188	8.2	215	6/10
375 900	110	375	6.7	188	8.2	215	6/10
358 900	147	470	6.7	188	9.3	245	7/10
412 900	147	470	6.7	188	9.8	258	7/10

2.5	199900	122	226	n/a	n/a	10.8	257	6/10
2.5 XL	235900	122	226	n/a	n/a	10.8	257	6/10
2.5 Hi-Rider XL	249900	122	226	n/a	n/a	10.8	257	6/10

2.2	213900	88	285	n/a	n/a	9.0	237	6/10
2.2 XL	248900	88	285	n/a	n/a	9.0	237	6/10
2.2 Hi Rider XL	261900	88	285	n/a	n/a	9.0	237	6/10

EURO NCAP: ••••• for XLT / Wildtrak L: 528cm W: 185cm H: 170-185cm Boot: n/a litres Fuel Tank: 80 litres

## Tourneo Connect

Compact van with credibly contemporary turbocharged engines and loads of kit. Crossover obsessed South Africans won't bother, though.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Tourneo Connect								

1.0T Ambiente	269900	74	170	n/a	165	5.6	129	5/10
1.0T Trend	279900	74	170	n/a	165	5.6	129	5/10
Grand Tourer Connect								

EURO NCAP: n/a L: 442/482 cm W: 184cm H: 185cm  
Boot: 1029-2410/1529-2761 litres Fuel Tank: 60 litres

# What's your 2 year plan?





## Kuga

The Kuga has grown up and bought some sensible clothes. Sure, it's highly priced but so are others.



	PRICE	1/10	1/10	0-100	km/h	L/100km	CO2	RATING
1.5T Ambiente	321 900	110	240	8.7	185	6.6	154	6/10
1.5T Trend	357 900	110	240	8.7	185	6.6	154	6/10
1.5T Trend auto	371 900	132	240	9.9	200	7.0	162	6/10
1.5T AWD Trend	388 900	132	240	10.1	200	7.7	179	6/10
2.0T AWD Titanium	439 900	177	240	7.8	212	8.8	204	6/10
2.0TDCI AWD Trend	424 900	132	400	10.4	200	6.2	162	6/10
2.0TDCI AWD Titanium	459 900	132	400	10.4	200	6.2	162	6/10

**EURO NCAP: \*\*\*\*\* L: 452cm W: 184cm H: 175cm**  
**Boot: 1653 litres Fuel Tank: 60 litres**

## Fusion

The Mondeo returns. Smooth, refined and not too American. Loads of clever kit. Well done Ford.



	PRICE	1/10	1/10	0-100	km/h	L/100km	CO2	RATING
1.5T Trend	249 900	132	240	8.2	218	7.4	173	6/10
2.0T Trend	369 900	149	300	8.7	232	7.5	174	7/10
2.0T Titanium	424 900	177	340	7.9	240	6.5	167	7/10
2.0TDCI Titanium	449 900	132	400	8.6	225	6.1	124	7/10

**EURO NCAP: n/a L: 487cm W: 191cm H: 147cm**  
**Boot: 453 litres Fuel Tank: 62 litres**

## Tourneo Custom

It's like a posh Transit, only less panel-vanny.



	PRICE	1/10	1/10	0-100	km/h	L/100km	CO2	RATING
2.2TDCI SWB Ambiente	437 900	74	310	n/a	157	6.5	172	6/10
2.2TDCI LWB Ambiente	443 900	74	310	n/a	157	6.5	172	6/10
2.2TDCI SWB Trend	459 900	92	350	n/a	157	6.5	172	6/10
2.2TDCI LWB Trend	463 900	92	350	n/a	157	6.5	172	6/10
2.2TDCI SWB Limited	504 900	114	385	n/a	157	6.5	172	6/10

**EURO NCAP: \*\*\*\*\* L: 497/533cm W: 229cm H: 202cm**  
**Boot: n/a litres Fuel Tank: 80 litres**

## FOTON



## FOTON

### TopGear on Foton:

Chinese bakkies that are either awful, or no longer cheap. Make your choice. Or rather, don't.

## Thunda

Great name but 68kW engine in a bakkie body is hardly going to go like thunder, is it?



	PRICE	1/10	1/10	0-100	km/h	L/100km	CO2	RATING
2.2 V	139 950	76	193	n/a	n/a	n/a	n/a	2/10
2.2 CV	149 950	76	193	n/a	n/a	n/a	n/a	2/10
2.8TD CV	179 950	68	202	n/a	n/a	n/a	n/a	2/10
2.2 double cab CV	184 950	76	193	n/a	n/a	n/a	n/a	2/10
2.8TD double cab CV	205 950	68	202	n/a	n/a	n/a	n/a	2/10

**EURO NCAP: n/a L: 516cm W: 175cm H: 170cm**  
**Boot: n/a litres Fuel Tank: n/a litres**

## Tunland

Another great name, sounds like an industrial boy band; R370k for a Chinese bakkie? No.



	PRICE	1/10	1/10	0-100	km/h	L/100km	CO2	RATING
2.8 on-road Comfort	199 950	96	280	n/a	150	8.0	212	4/10
2.8 off-road Comfort	239 950	96	280	n/a	150	8.0	212	4/10
2.8 off-road Luxury	249 950	96	280	n/a	150	8.0	212	4/10
2.8 off-road Comfort	294 950	120	360	13.5	160	8.3	219	4/10
2.8 off-road Luxury	314 950	120	360	13.5	160	8.3	219	4/10
2.8 4x4 Comfort	369 950	120	360	13.5	160	8.3	219	4/10
2.8 4x4 Luxury	389 950	120	360	13.5	160	8.3	219	4/10

**EURO NCAP: n/a L: 531cm W: 188cm H: 186cm**  
**Boot: n/a litres Fuel Tank: 75 litres**

## GEELY

### TopGear on Geely:

Chinese cars that don't feel at all well-built or engineered. Brakes will make you rediscover religion.

## IC

Panda face styling details can't hide its unsophisticated execution. Unfathomable USB interface.



	PRICE	1/10	1/10	0-100	km/h	L/100km	CO2	RATING
1.0 GC2 GS	92 990	50	88	n/a	n/a	6.2	140	3/10
1.3 GL	99 990	63	110	14.0	155	6.9	164	3/10

**EURO NCAP: n/a L: 360cm W: 163cm H: 147cm**  
**Boot: n/a litres Fuel Tank: 35 litres**

## IC Cross

Again, Panda face styling can't hide its unsophisticated execution. Distinguished by a spare tyre tacked on the back.



	PRICE	1/10	1/10	0-100	km/h	L/100km	CO2	RATING
1.3 GL	109 990	63	110	14.0	155	6.9	164	4/10
1.5 GX2 GL	112 990	75	136	n/a	n/a	7.3	169	4/10

**EURO NCAP: n/a L: 360cm W: 163cm H: 147cm**  
**Boot: n/a litres Fuel Tank: 35 litres**

## MK

Geely with a boot. No interesting Volvo bits. No point to it that we can deduce. Unbelievably cheap.



	PRICE	1/10	1/10	0-100	km/h	L/100km	CO2	RATING
hatch 1.5 GL	99 990	69	128	n/a	165	7.7	178	3/10
sedan 1.5 GL	104 990	69	128	n/a	165	7.7	178	3/10

**EURO NCAP: n/a L: 400/434cm W: 169cm H: 144cm**  
**Boot: n/a litres Fuel Tank: 45 litres**

## Emgrand 7

Geely's idea of alternative branded luxury. Like a Chinese Lexus. Sort of. Not at all.



	PRICE	1/10	1/10	0-100	km/h	L/100km	CO2	RATING
1.8 GL Luxury	164 990	102	172	10.9	185	7.6	180	4/10
1.8 GT Executive	174 990	102	172	10.9	185	7.6	180	4/10

**EURO NCAP: n/a L: 464cm W: 180cm H: 147cm**  
**Boot: 680 litres Fuel Tank: 50 litres**

## GWM

### TopGear on GWM:

Best of the Chinese isn't really saying much. Was stupendous value. Now comically on par with Korean and Japanese pricing. Silly.

## C30

A Chinese rival to the VW Polo and Nissan Almera. See Toyota Corolla Quest.



	PRICE	1/10	1/10	0-100	km/h	L/100km	CO2	RATING
1.5 Comfort	159 900	71	138	n/a	170	7.3	174	n/d

**EURO NCAP: n/a L: 445cm W: 171cm H: 148cm**  
**Boot: n/a litres Fuel Tank: 40 litres**

## C20R

Like a Suzuki SX4 but built in China. And remarkably, is not that bad.



	PRICE	1/10	1/10	0-100	km/h	L/100km	CO2	RATING
1.5	164 900	77	138	n/a	n/a	7.7	179	5/10

**EURO NCAP: n/a L: 389cm W: 173cm H: 160cm**  
**Boot: n/a litres Fuel Tank: 40 litres**

## M4

Ambitiously named Chinese compact SUV is not bad. And you get to tell people you drive an M4.



	PRICE	1/10	1/10	0-100	km/h	L/100km	CO2	RATING
1.5	189 900	77	138	n/a	170	7.2	172	n/d

**EURO NCAP: n/a L: 396cm W: 173cm H: 162cm**  
**Boot: 310 litres Fuel Tank: 45 litres**

## Steed 5

Low tech meets high value. Offers impressive value as a workhorse, but won't ever win the walk-off.



	PRICE	1/10	1/10	0-100	km/h	L/100km	CO2	RATING
2.2L Workhorse	159 900	78	190	n/a	n/a	9.7	229	5/10
2.0WGT	199 900	78	225	n/a	150	8.1	214	4/10
2.4L Lux	189 900	100	200	n/a	160	10.7	251	5/10
2.4L 4x4 Lux	219 900	100	200	n/a	160	10.7	251	5/10
2.0VGT Lux	229 900	110	310	n/a	n/a	8.3	220	5/10
2.0VGT 4x4 Lux double cab	259 900	110	310	n/a	n/a	8.3	220	5/10
2.2L Lux	184 900	78	190	n/a	n/a	9.7	229	5/10
2.0WGT SX	229 900	78	225	n/a	150	8.3	245	4/10
2.4L Lux	214 900	100	200	n/a	160	10.7	251	5/10
2.4L 4x4 Lux	239 900	100	200	n/a	160	10.7	251	5/10
2.0VGT Lux	259 900	110	310	n/a	n/a	8.3	220	5/10
2.0VGT 4x4 Lux	289 900	110	310	n/a	n/a	8.3	220	5/10

**EURO NCAP: n/a L: 502/504cm W: 180cm H: 168/173cm**  
**Boot: n/a litres Fuel Tank: 70 litres**

## C50T

It's a Chinese Corolla-wannabe priced similarly to an actual Corolla. Feeling daring?



	PRICE	1/10	1/10	0-100	km/h	L/100km	CO2	RATING
1.5T Lux	209 900	98	188	10.0	185	7.4	173	4/10
1.5T Elite	219 900	98	188	10.0	185	7.4	173	4/10

**EURO NCAP: n/a L: 465cm W: 178cm H: 146cm**  
**Boot: 530 litres Fuel Tank: 50 litres**

## Steed 5E

Has touchscreen audio, piano black cabin finishes and powered by an ostensibly self-developed 2-litre turbodiesel. Chins+Luxury+bakkie=oxymoron.



	PRICE	1/10	1/10	0-100	km/h	L/100km	CO2	RATING
double cab								
2.4 SX	239 900	93	200	n/a	150	10.7	251	4/10
2.4 Xscape	256 900	93	200	n/a	150	10.7	251	4/10
2.0VGT SX	269 900	105	305	n/a	150	8.3	220	5/10
2.0VGT Xscape	289 900	105	305	n/a	150	8.3	220	5/10

**EURO NCAP: n/a L: 509cm W: 180cm H: 173cm**  
**Boot: n/a litres Fuel Tank: 70 litres**

## H5

Improved "second-gen" looks from a Chinese manufacturer. Best of the bunch, but build quality questions remain.



	PRICE	1/10	1/10	0-100	km/h	L/100km	CO2	RATING
2.4 City	244 900	100	200	n/a	165	10.3	242	5/10
2.4 Lux	249 900	100	200	n/a	165	10.3	242	5/10
2.4 Lux 4x4	269 900	100	200	n/a	165	10.3	242	5/10
2.0VGT Lux	284 900	110	310	n/a	160	7.6	199	5/10
2.0VGT Lux auto	319 900	110	310	n/a	160	9.2	240	5/10
2.0VGT Lux 4x4	319 900	110	310	n/a	160	7.6	199	5/10
2.0VGT Lux 4x4 auto	339 900	110	310	n/a	160	9.2	240	5/10

**EURO NCAP: n/a L: 465cm W: 181cm H: 175cm**  
**Boot: n/a litres Fuel Tank: 70 litres**

## H6

Feature laden compact SUV from China. Bigger than an ix35, cheaper than a Santa Fe. Did we mention it's Chinese?



	PRICE	1/10	1/10	0-100	km/h	L/100km	CO2	RATING
1.5T City	259 900	105	210	n/a	180	8.5	200	5/10
1.5T Lux	279 900	105	210	n/a	180	8.5	200	5/10
2.0TDCI Lux	349 900	105	310	n/a	n/a	6.7	175	5/10

**EURO NCAP: n/a L: 464cm W: 183cm H: 169cm**  
**Boot: n/a litres Fuel Tank: 58 litres**

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## Stead 6

GWM's interpretation of American oversized bakkie design, hence ginormous grille and oversized headlights. Six airbags and ESP. Needs more power.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
double cab								
2.0VGT SX	299 900	105	305	n/a	150	8.8	233	6/10
2.0VGT Xscape	329 900	105	310	n/a	150	8.8	233	6/10

EURO NCAP: n/a L: 535cm W: 180cm H: 176cm Boot: n/a litres Fuel Tank: 70 litres

## HONDA

### TopGear on Honda:

World's greatest engine company assembles very reliable cars, which you'll have no desire to buy. Needs Type-Rs. Desperately.

## Brio

Think of it as a smaller Jazz, without the clever bits. Bombproof mechanical build quality.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
hatch 1.2 Trend	134 800	65	109	12.2	n/a	5.6	133	5/10
hatch 1.2 Comfort	149 000	65	109	12.2	n/a	5.6	133	5/10
hatch 1.2 Comfort auto	161 000	65	109	14.7	n/a	6.3	150	5/10
Amaze sedan 1.2 Trend	147 200	65	109	12.4	n/a	6.1	147	5/10
Amaze sedan 1.2 Comfort	157 700	65	109	12.4	n/a	6.1	147	5/10
Amaze sedan 1.2 Comfort auto	170 700	65	109	15.7	n/a	6.9	167	5/10

EURO NCAP: n/a L: 361/399cm W: 168cm H: 150cm Boot: 519/405 litres Fuel Tank: 35 litres

## Mobilio

It's better than an Avanza and Ertiga, but only just. Somewhat lacks the premium shine of bigger Hondas but does what it says on the tin.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.5 Trend	188 000	88	145	10.8	140	6.1	147	6/10
1.5 Comfort	207 900	88	145	10.8	140	6.1	147	6/10
1.5 Comfort auto	224 900	88	145	11.3	140	6.0	144	6/10

EURO NCAP: n/a L: 439cm W: 168cm H: 162cm Boot: 223-521 litres Fuel Tank: 42 litres

## Jazz

Individual and ingenious, the Jazz deserves to be bought by more people under ninety than it is.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.2 Trend	185 300	66	110	13.5	175	5.6	135	6/10
1.2 Comfort	211 000	66	110	13.6	175	5.6	135	6/10
1.2 Comfort auto	228 500	66	110	14.3	174	5.6	136	6/10
1.5 Elegance	241 900	88	145	9.9	180	6.0	143	7/10
1.5 Elegance auto	256 900	88	145	10.6	180	5.8	140	7/10
1.5 Dynamic	257 300	88	145	9.9	180	6.0	143	7/10
1.5 Dynamic auto	272 300	88	145	10.7	180	5.8	140	7/10

EURO NCAP: n/a L: 444cm W: 170cm H: 147cm Boot: 536 litres Fuel Tank: 40 litres

## Ballade

Hugely convincing facelift raises this iteration of the Ballade from budget to bearable.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.5 Trend	208 900	88	145	9.6	185	5.9	140	6/10
1.5 Trend auto	223 900	88	145	11.1	190	5.8	137	5/10
1.5 Elegance	237 100	88	145	9.6	185	5.9	140	5/10
1.5 Elegance auto	252 100	88	145	11.1	190	5.8	137	6/10

EURO NCAP: n/a L: 444cm W: 170cm H: 147cm Boot: 536 litres Fuel Tank: 40 litres

## Civic

Looks like a facelift, but is actually an all new model that's now much quieter, more comfortable and much less bonkers inside. The Type-R cometh.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
sedan 1.8 Elegance	311 600	104	174	8.8	200	6.7	160	7/10
sedan 1.8 Elegance auto	326 600	104	174	10.5	200	6.6	157	7/10

sedan 1.8 Executive	323 500	104	174	8.8	200	6.7	160	7/10
sedan 1.8 Executive auto	338 500	104	174	10.5	200	6.6	157	7/10
hatch 1.8 Elegance	297 000	104	174	9.1	212	6.1	146	7/10
hatch 1.8 Elegance auto	312 000	104	174	10.9	207	6.5	155	7/10
hatch 1.8 Executive	323 500	104	174	9.5	212	6.3	150	7/10
hatch 1.8 Executive auto	338 500	104	174	11.3	207	6.5	155	7/10
hatch 1.6i-DTEC, Executive	356 400	88	300	10.6	202	4.1	109	6/10
Tourer 1.8 Executive	386 500	104	174	9.5	210	6.6	157	7/10
Tourer 1.8 Executive auto	400 500	104	174	11.3	205	6.7	160	7/10

EURO NCAP: ★★★★★ L: 430/455cm W: 175/177cm H: 144cm Boot: 440/477-1210 litres Fuel Tank: 50 litres

## CR-Z

An award winner at TopGear in 2010. Buck Rogers styling, low emissions and a compelling balance of performance and economy. It's the CR-X reborn.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
hybrid	384 100	101	190e	9.4	200	5.2	124	6/10
hybrid auto	399 100	101	190e	9.9	198	4.9	117	6/10

EURO NCAP: ★★★★★ L: 408cm W: 174cm H: 140cm Boot: 225/401 litres Fuel Tank: 40 litres

## CR-V

Honda's SUV now sharper to the eye, but lacks the branding cachet. Should last rather well.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
2.0 Comfort	355 900	114	182	10.0	190	7.7	182	6/10
2.0 Comfort auto	370 900	114	182	12.4	185	7.6	181	6/10
2.0 Elegance	404 100	114	182	10.0	190	7.7	182	6/10
2.0 Elegance auto	418 100	114	182	12.4	185	7.6	181	6/10
2.4 Executive AWD	520 900	140	220	11.1	190	8.6	203	6/10
2.4 Exclusive AWD	557 800	140	220	11.1	190	8.6	203	6/10

EURO NCAP: n/a L: 457cm W: 182cm H: 165cm Boot: 1146 litres Fuel Tank: 58 litres

## Accord

Say sayonara to the Accord as we knew it in favour of an obese, cumbersome American version. Or simply put, the American version.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
2.0 Elegance	416 400	114	190	11.7	200	7.5	178	5/10
2.4 Executive	480 600	132	225	10.6	200	8.1	192	5/10
3.5 V6 Exclusive	587 600	207	339	7.2	200	9.2	217	5/10

EURO NCAP: n/a L: 489cm W: 185cm H: 147cm Boot: 453 litres Fuel Tank: 65 litres

## HYUNDAI

### TopGear on Hyundai:

Korean behemoth perhaps the greatest threat of all to Toyota's passenger-car business. Needs a bakkie for true world domination.

## i10

Facelifted car, but don't think Hyundai has taken that as an excuse to make it expensive.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.1 Motion	129 900	50	99	15.2	153	4.8	114	6/10
1.1 Motion auto	142 900	50	99	17.1	146	5.7	135	6/10
1.25 Fluid	138 500	64	119	12.3	169	4.7	113	6/10
1.25 Fluid auto	151 900	64	119	13.8	160	5.5	132	6/10
1.25 Glide	146 900	64	119	12.3	169	4.7	113	6/10

EURO NCAP: n/a L: 359cm W: 160cm H: 154cm Boot: 225/910 litres Fuel Tank: 35 litres

## Grand i10

Lacks the charisma of the Panda and the sheer polish of the Up but actually, if you don't care about cars then buy this one.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.25 Motion	149 900	64	120	12.7	167	5.9	130	6/10
1.25 Fluid	162 400	64	120	12.7	167	5.9	130	7/10
1.25 Fluid auto	172 400	64	120	14.2	160	6.9	147	7/10

EURO NCAP: n/a L: 377cm W: 166cm H: 152cm Boot: 256-1202 litres Fuel Tank: 43 litres

## i20

It's the new i20! It's not that exciting! It needs better engines! Otherwise a very worthy and competent supermini.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.2 Motion	184 900	61	115	13.6	165	5.9	140	5/10
1.4 Fluid	207 900	74	133	11.4	182	6.5	147	5/10
1.4 Fluid auto	217 900	74	133	13.2	163	7.5	160	5/10

EURO NCAP: n/a L: 400cm W: 173cm H: 149cm Boot: 294/1010 litres Fuel Tank: 45 litres

## Accent

Plastic hubcaps complete sleeper looks, with a rev-happy screamer of an engine.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
sedan 1.6 Motion	207 900	91	156	10.2	190	6.1	145	7/10
sedan 1.6 Fluid	224 900	91	156	10.2	190	6.1	145	7/10
sedan 1.6 Fluid auto	234 900	91	156	11.4	184	6.4	151	7/10
hatch 1.6 Fluid	234 900	91	156	10.2	190	6.4	152	7/10
hatch 1.6 Fluid auto	244 900	91	156	11.4	184	6.8	161	7/10

EURO NCAP: ★★★★★ L: 437cm W: 170cm H: 146cm Boot: 389 litres Fuel Tank: 43 litres

## Elantra

A monumental improvement over its predecessor, and like the Accent also offers zingy performance.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.6 Premium	281 900	96	157	10.1	200	6.4	152	6/10
1.6 Premium auto	276 900	96	157	11.6	195	6.9	163	6/10

EURO NCAP: ★★★★★ L: 455cm W: 178cm H: 145cm Boot: 485 litres Fuel Tank: 50 litres

## i30

Woah, Hyundai seem to be catching up with Kia in the design stakes, and catching up with everyone else everywhere else.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.6 Premium	279 900	95	157	10.5	192	6.4	152	6/10
1.6 Premium auto	299 900	95	157	11.5	190	6.8	173	6/10
1.8 Executive	289 900	110	178	9.7	195	6.5	157	7/10

EURO NCAP: ★★★★★ L: 430cm W: 178cm H: 148cm Boot: 378 litres Fuel Tank: 53 litres

## Veloster

A cool, quirky coupé/hatch with one door on the driver's side and two doors on the other. A modicum of talent, too.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.6 Executive	297 900	103	167	9.7	201	8.4	183	6/10
1.6 Executive auto	317 900	103	167	10.3	200	8.4	181	6/10
Turbo Elite	379 900	150	265	7.8	224	7.4	176	6/10
Turbo Elite auto	399 900	150	265	7.4	224	7.8	187	6/10

EURO NCAP: ★★★★★ L: 422cm W: 179cm H: 140cm Boot: 440 litres Fuel Tank: 50 litres

## iX35

A weird but not unattractive compact SUV that marks Hyundai's trend towards recovery. No masterpiece, but you could do worse.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
2.0 Premium	334 900	116	192	10.7	185	8.5	201	6/10
2.0 Premium Special Edition	354 900	116	192	10.7	185	8.5	201	6/10
2.0 Premium auto	349 900	116	192	n/a	n/a	n/a	n/a	6/10
2.0 Premium auto Special Edition	389 900	116	192	11.5	177	8.9	207	6/10
2.0 Executive	374 900	116	192	10.7	185	8.5	204	6/10
2.0 Executive Special Edition	389 900	116	192	10.7	185	8.5	204	6/10



## I4

Surprisingly good van that should be issued as standard spec to JZ's wives. Lots of space, plenty to like.



	PRICE	1/100	1/100	1/100	1/100	1/100	1/100	1/100
2.4 wagon GLS	431900	126	224	16.5	182	10.2	241	5/10
2.5CRDi wagon GLS	509900	120	392	14.5	180	9.8	260	6/10

**EURO NCAP: n/a L: 512cm W: 192cm H: 194cm**  
**Boot: 851/4308 litres Fuel Tank: 75 litres**

## Sonata

Along with the ix35, this was the car that brought Hyundai back to life in 2010.



	PRICE	1/100	1/100	1/100	1/100	1/100	1/100	1/100
2.4 Elite	439900	148	250	9.0	210	7.9	188	5/10

**EURO NCAP: \*\*\*\*\* L: 482cm W: 184cm H: 147cm**  
**Boot: 523 litres Fuel Tank: 70 litres**

## Santa Fe

Supersized ix35 still only comes with one engine choice, which is one of the best diesels in class.



	PRICE	1/100	1/100	1/100	1/100	1/100	1/100	1/100
2.2CRDi Premium	564900	145	436	9.8	190	8.0	187	6/10
2.2CRDi 4WD Executive	579900	145	436	10.0	190	8.3	194	6/10
2.2CRDi 4WD Elite	634900	145	436	10.0	190	8.3	194	6/10

**EURO NCAP: n/a L: 469cm W: 189cm H: 168cm**  
**Boot: 277/2008 litres Fuel Tank: 64 litres**

## INFINITI

**TopGear on Infiniti:**  
Luxury Nissans are the answer to a question no-one has ever asked.

## Q50

More sharply styled but otherwise anonymous saloon from Nissan's luxury wing. This time it takes air squarely at the BMW 3 Series.



	PRICE	1/100	1/100	1/100	1/100	1/100	1/100	1/100
2.2d	420000	125	400	8.7	231	4.8	125	6/10
2.2d Premium	459700	125	400	8.5	230	5.0	133	7/10
2.2d Sport	489900	125	400	8.5	230	5.0	133	7/10
2.0T Premium	450500	155	350	7.2	245	7.0	162	6/10
2.0T Sport	480700	155	350	7.2	245	7.0	162	6/10
S Hybrid	609900	261e	536e	5.1	250	6.8	159	6/10
S Hybrid AWD	634900	261e	536e	5.4	250	7.2	169	6/10

**EURO NCAP: n/a L: 479cm W: 182cm H: 145cm**  
**Boot: 500/400 litres Fuel Tank: 74/70 litres**

## QX50

An agreeably different crossover SUV thingummy that'll separate you from the BMW X3 and Freelander herds. But will anyone ever buy it off you?



	PRICE	1/100	1/100	1/100	1/100	1/100	1/100	1/100
3.0d	536949	175	550	7.9	221	8.5	224	5/10
3.0d GT	637824	175	550	7.9	221	8.5	224	5/10
3.0d GT Premium	679230	175	550	7.9	221	8.5	224	5/10
3.7 GT	629070	235	360	6.4	240	12.2	288	5/10
3.7 GT Premium	670476	235	360	6.4	240	12.2	288	5/10

**EURO NCAP: n/a L: 464cm W: 180cm H: 158cm**  
**Boot: 340/1175 litres Fuel Tank: 80 litres**

## Q60

Attractive as a coupé and not a disaster as a folding tin-top. BMW and Audi won't be losing any sleep though. Nor should you.



	PRICE	1/100	1/100	1/100	1/100	1/100	1/100	1/100
coupé 3.7 GT	618687	235	360	5.9	250	11.4	268	4/10
coupé 3.7 S	641270	235	360	5.9	250	11.4	268	4/10
coupé 3.7 S Premium	674569	235	360	5.9	250	11.4	268	4/10
cabrio 3.7 GT Premium	701687	235	360	6.4	250	11.4	268	4/10

**EURO NCAP: n/a L: 466cm W: 182cm H: 139cm**  
**Boot: 275/333 litres Fuel Tank: 80 litres**

## Q70

Refined, classy and quick, but as bland as a Lexus and go carefully with the spec - it's your money you're throwing away.



	PRICE	1/100	1/100	1/100	1/100	1/100	1/100	1/100
3.7 GT	651154	235	360	6.2	250	10.2	235	5/10
3.7 GT Premium	708205	235	360	6.2	250	10.2	235	5/10
3.7 S Premium	732426	235	360	6.2	250	10.2	235	5/10
3.0d GT	672539	175	550	6.9	250	7.5	199	6/10
3.0d GT Premium	729580	175	550	6.9	250	7.5	199	6/10
3.0d S	696759	175	550	6.9	250	7.5	199	6/10
3.0d S Premium	753810	175	550	6.9	250	7.5	199	6/10

**EURO NCAP: n/a L: 495cm W: 185cm H: 150cm**  
**Boot: 450 litres Fuel Tank: 80 litres**

## QX70

Want to avoid a BMW X6 and associated impressions of drug related violence? The QX70 is an option.



	PRICE	1/100	1/100	1/100	1/100	1/100	1/100	1/100
3.7 GT	699500	235	360	6.8	233	12.3	291	5/10
3.7 GT Premium	761600	235	360	6.8	233	12.3	291	5/10
3.7 S	760600	235	360	6.8	233	12.3	291	5/10
3.7 S Premium	803600	235	360	6.8	233	12.3	291	5/10
3.0d GT	817100	235	360	6.8	233	12.3	291	5/10
3.0d GT Premium	721500	175	550	8.3	212	9.0	238	5/10
3.0d S	789600	175	550	8.3	212	9.0	238	5/10
3.0d S Premium	782600	175	550	8.3	212	9.0	238	5/10
3.0d S Black	825600	175	550	8.3	212	9.0	238	5/10
5.0 S Premium	839100	175	550	8.3	212	9.0	238	5/10
	916800	287	500	5.8	250	13.1	312	7/10

**EURO NCAP: \*\*\*\*\* L: 487cm W: 193cm H: 168cm**  
**Boot: 410/1305 litres Fuel Tank: 90 litres**

## QX80

Hideos. Unnecessary. Behemoth. Yours for well beyond a million rand. A bargain for a yacht.



	PRICE	1/100	1/100	1/100	1/100	1/100	1/100	1/100
5.6	1238000	298	560	7.5	210	14.8	350	6/10

**EURO NCAP: n/a L: 531cm W: 227cm H: 195cm**  
**Boot: 470-2693 litres Fuel Tank: 100 litres**

## ISUZU

**TopGear on Isuzu:**  
The quintessential bakkie brand - it does nothing else - has fallen behind the technology curve. Reliable, but rivals are better.

## KB

After a glacial development cycle, loyal Isuzu customers are rewarded by a very capable new KB.



	PRICE	1/100	1/100	1/100	1/100	1/100	1/100	1/100
250	215700	58	170	n/a	n/a	7.9	208	6/10
250 Fleetside	239100	58	170	n/a	n/a	7.9	208	6/10
250D-Teq Fleetside	264200	85	280	n/a	n/a	7.7	203	6/10
250D-Teq LE	301500	85	280	n/a	n/a	7.7	203	6/10
250D-Teq 4x4 LE	354400	85	280	n/a	n/a	7.9	208	6/10
300D-Teq LX	347400	130	380	n/a	n/a	7.8	204	7/10
300D-Teq 4x4 LX	402900	130	380	n/a	n/a	7.9	209	7/10
Extended Cab								
250D-Teq LE	327800	85	280	n/a	n/a	7.7	203	7/10
300D-Teq LX	391600	130	380	n/a	n/a	7.8	204	7/10
300D-Teq LX auto	405100	130	380	n/a	n/a	7.7	204	7/10
300D-Teq 4x4 LX double cab	449200	130	380	n/a	n/a	7.9	209	6/10
250D-Teq LE	401500	85	280	n/a	n/a	7.7	203	6/10
250D-Teq 4x4 LE	424400	85	280	n/a	n/a	7.9	208	6/10
300D-Teq LX	445700	130	380	n/a	n/a	7.8	204	7/10
300D Teq LX auto	460300	130	380	n/a	n/a	7.7	204	7/10
300D Teq 4x4 LX	505600	130	380	n/a	n/a	7.9	209	7/10

**EURO NCAP: n/a L: 522/531cm W: 177/186cm H: 169/179cm**  
**Boot: n/a litres Fuel Tank: 80 litres**

## JAGUAR

**TopGear on Jaguar:**  
Indian cash finally delivered Jaguar's E-Type rival, only a few decades late. Characterful British alternative to the Germans.

## XF

A blistering return to form for Jaguar. The XF does luxury, dynamics and dares to be different. Right on.



	PRICE	1/100	1/100	1/100	1/100	1/100	1/100	1/100
2.2D Luxury	618799	147	450	8.5	225	5.1	158	8/10
2.0 i4 Luxury	638426	177	340	7.9	241	8.9	207	7/10
2.2D Premium Luxury	692099	147	450	8.5	225	5.1	158	8/10
2.0 i4 Premium Luxury	710626	177	340	7.9	241	8.9	207	7/10
3.0 Supercharged R-Sport	808270	250	450	5.9	250	9.4	224	7/10
3.0 Superchd Premium Luxury	884770	250	450	5.9	250	9.4	224	7/10
3.0D S Premium Luxury	892127	202	600	6.4	250	6.0	169	7/10
XFR	1310790	375	625	4.9	250	11.6	270	8/10
XFR S	1444690	405	680	4.8	300	11.6	270	8/10

**EURO NCAP: n/a L: 496cm W: 188cm H: 146cm**  
**Boot: 540/923 litres Fuel Tank: 70 litres**

## F-Type

Could be an over-priced Boxster rival. Or bargain 911 alternative. In reality, a simply fantastic car.



	PRICE	1/100	1/100	1/100	1/100	1/100	1/100	1/100
coupé	897505	250	450	5.3	260	8.4	199	9/10
convertible	914305	250	450	5.3	260	8.4	199	9/10
S coupé	1031616	280	460	4.9	275	8.6	203	9/10
S convertible	1048416	280	460	4.9	275	8.6	203	9/10
R coupé	1621351	405	680	4.2	300	10.7	255	9/10
R convertible	1638151	405	680	4.2	300	10.7	255	9/10
R coupé AWD	1709387	405	680	4.1	300	11.3	269	9/10

**EURO NCAP: n/a L: 447cm W: 192cm H: 131cm**  
**Boot: 200/148 litres Fuel Tank: 70 litres**

## XJ

Yowzers! The XJ is rapid, refined and just plain beautiful. The interior is so special we had to invent an award for it.



	PRICE	1/100	1/100	1/100	1/100	1/100	1/100	1/100
XJ i4 Luxury	960650	177	340	7.5	241	8.3	216	8/10
XJ 3.0 Spchd Premium Luxury	1310790	250	450	5.9	250	9.6	224	8/10
XJ 3.0D Premium Luxury	1324033	202	600	6.4	250	6.5	171	8/10
XJ L 3.0D Portfolio	1594833	202	600	6.4	250	6.5	171	8/10
XJ L 3.0 Supercharged Portfolio	1614570	250	450	5.9	250	9.6	224	8/10
XJ.R	2144790	405	680	4.6	280	11.6	270	9/10
XJ L 5.0 Supercharged Sport	2298390	375	625	4.9	250	11.6	270	8/10

**EURO NCAP: n/a L: 512/525cm W: 189cm H: 149cm**  
**Boot: 520 litres Fuel Tank: 82 litres**

## Jeep

**TopGear on Jeep:**  
Some very capable 4x4s; but you've already bought that Land-Rover or 'Cruiser, haven't you?

## Renegade

Fiat 500X's American cousin. If real Jeeps have round headlights, then this is surely one. Right?



	PRICE	1/10	1/100	1/1000	1/10000	1/100000	1/1000000	1/10000000
1.6L Longitude	340 990	81	152	11.8	178	6.0	141	5/10
1.4L T Limited	375 990	103	230	10.9	181	6.0	140	6/10
1.4L T Limited Launch Edition	375 990	103	230	10.9	181	6.0	140	6/10
1.6L Multijet Limited	389 990	88	320	10.2	178	4.6	120	6/10
1.4L T 4x4 Limited	435 990	125	250	8.8	196	6.9	160	6/10
2.4L 4x4 Trailhawk	450 990	137	292	n/a	n/a	9.8	230	5/10



## Compass

The most software Jeep in the range – more of a quasi-SUV and only in 2WD here. Looks alright, priced right, but rivals are more accomplished.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
2.0L Limited	377 990	115	190	10.6	180	7.6	175	4/10
2.0L Limited auto	399 990	115	190	n/a	n/a	8.2	190	4/10

**EURO NCAP: n/a L: 445cm W: 181cm H: 166cm**  
**Boot: 458/1269 litres Fuel Tank: 51 litres**

## Patriot

No longer the smallest, cheapest Jeep you can buy. But still should be the cheapest Jeep you can buy. We'd avoid at all costs.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
2.4L Limited	376 990	125	220	10.7	185	8.5	196	3/10
2.4L Limited auto	391 990	125	220	n/a	n/a	9.0	208	3/10

**EURO NCAP: n/a L: 441cm W: 179cm H: 167cm**  
**Boot: 536/1277 litres Fuel Tank: 51 litres**

## Wrangler

Yee and indeed ha. The Wrangler is still basic, but has been around for so long it is now retro. Five-door is rugged in the Defender vein.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
3.6L Sahara	484 990	208	347	8.1	159	11.0	256	5/10
3.6L Rubicon	509 990	208	347	8.1	159	11.4	266	6/10
Unlimited 3.6L Sahara	529 990	208	347	8.9	180	11.7	273	6/10
Unlimited 3.6L Altitude	542 990	208	347	8.9	180	11.7	273	6/10
Unlimited 3.6L Rubicon	554 990	208	347	8.9	180	11.9	276	7/10
Unlimited 3.6L Rubicon X	579 990	208	347	8.9	180	11.9	276	7/10
Unlimited 2.8CRD Sahara	589 990	147	460	10.7	172	8.3	217	6/10

**EURO NCAP: n/a L: 422/475cm W: 188cm H: 184cm**  
**Boot: 498/935 litres Fuel Tank: 85 litres**

## Cherokee

After a leave of absence, the Cherokee is back to do battle with the Freelander. It's priced well and looks... interesting.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
2.4L Longitude	509 990	130	229	10.5	196	8.3	193	6/10
3.2L Limited	536 990	200	315	8.1	209	9.5	221	6/10
3.2L 4x4 Limited	592 990	200	315	8.1	209	10.0	232	7/10
3.2L 4x4 Trailhawk	654 990	200	315	8.4	180	10.0	232	7/10

**EURO NCAP: n/a L: 463cm W: 186cm H: 186/190cm**  
**Boot: 412-1267 litres Fuel Tank: 60 litres**

## Grand Cherokee

Jeep may be under Fiat's control, but no-one appears to have told the Grand Cherokee. See also Chrysler 300C.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
3.6L Limited	724 990	210	347	8.3	206	10.4	244	6/10
3.6L Overland	769 990	210	347	8.3	206	10.4	244	6/10
3.6L Summit	865 990	210	347	8.3	206	10.4	244	6/10
3.0CRD Limited	829 990	179	569	8.2	202	7.5	198	7/10
3.0CRD Overland	899 990	179	569	8.2	202	7.5	198	7/10
3.0CRD Summit	985 990	179	569	8.2	202	7.5	198	6/10
5.7L Overland	835 990	259	520	7.3	225	13.0	304	5/10
SRT8	1089 990	344	624	5.0	257	14.0	327	7/10

**EURO NCAP: n/a L: 482cm W: 194cm H: 176cm**  
**Boot: 782/1554 litres Fuel Tank: 93 litres**

## KIA

**TopGear on Kia:**  
For people who need a better-styled Hyundai.

## Picanto

A Kia cracker. New and improved Picanto looks good, drives well, costs little and is warrantied to the max.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
1.0 LX	136 995	51	94	14.3	155	4.9	117	7/10
1.0 LX auto	148 995	51	94	n/a	n/a	5.6	132	7/10

1.2 EX	149 995	65	120	11.6	169	5.0	119	7/10
1.2 EX auto	161 995	65	120	n/a	n/a	6.0	144	7/10

**EURO NCAP: n/a L: 360cm W: 160cm H: 148cm**  
**Boot: 200/870 litres Fuel Tank: 35 litres**

## Rio

Another looker from Kia desperately in search of more shove.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
hatch 1.2	179 995	65	120	13.1	168	5.4	129	4/10
hatch 1.4	203 995	79	135	11.5	183	6.4	151	5/10
hatch 1.4 auto	215 995	79	135	13.2	170	7.0	165	5/10
hatch 1.4 Tec	216 995	79	135	11.5	183	6.4	151	5/10
hatch 1.4 Tec auto	228 995	79	135	13.2	170	7.0	165	5/10
sedan 1.2	179 995	65	120	13.1	168	5.4	129	4/10
sedan 1.4	203 995	79	135	11.5	183	6.4	151	5/10
sedan 1.4 auto	215 995	79	135	13.2	170	7.0	165	5/10
sedan 1.4 Tec	216 995	79	135	11.5	183	6.4	151	5/10
sedan 1.4 Tec auto	228 995	79	135	13.2	170	7.0	165	5/10

**EURO NCAP: n/a L: 405cm W: 172cm H: 146cm**  
**Boot: 288/389 litres Fuel Tank: 43 litres**

## Soul

Kia thinks they created the funky compact thing-a-majig segment with the Soul. Here's a fresh take on everyone's favourite box on wheels.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
1.6 Start	249 995	91	152	10.9	182	7.9	188	5/10
1.6 Start auto	261 995	91	152	12.5	177	7.9	178	5/10
2.0 Street	284 995	116	192	10.4	188	7.5	178	5/10
2.0 Smart auto	325 995	116	192	10.2	186	7.9	187	5/10
1.6D Street	309 995	94	260	10.8	180	5.2	137	6/10
1.6D Smart auto	350 995	94	260	12.2	177	6.2	164	6/10

**EURO NCAP: n/a L: 414cm W: 180cm H: 161cm**  
**Boot: 354-1367 litres Fuel Tank: 54 litres**

## Cerato

VW rivaling build quality and design – thanks to former VW man Peter Schreyer. Rather compelling, but needs forced-induction power.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
hatch 1.6 EX	259 995	95	157	10.1	200	6.5	154	7/10
hatch 1.6 EX auto	271 995	95	157	11.6	195	6.8	160	7/10
hatch 2.0 EX	291 995	118	194	8.5	210	6.9	164	7/10
hatch 2.0 EX auto	303 995	118	194	9.3	205	7.2	170	7/10
hatch 2.0 SX	321 995	118	194	8.5	210	6.9	164	7/10
hatch 2.0 SX auto	333 995	118	194	9.3	205	7.2	170	7/10
sedan 1.6 EX	259 995	95	157	10.1	200	6.5	154	7/10
sedan 1.6 EX auto	271 995	95	157	11.6	195	6.8	160	7/10
sedan 2.0 EX	291 995	118	194	8.5	210	6.9	164	7/10
sedan 2.0 EX auto	303 995	118	194	9.3	205	7.2	170	7/10
sedan 2.0 SX	321 995	118	194	8.5	210	6.9	164	7/10
sedan 2.0 SX auto	333 995	118	194	9.3	205	7.2	170	7/10
Koup 1.6T	349 995	152	265	7.7	224	7.2	170	6/10
Koup 1.6T auto	361 995	152	265	7.4	222	7.9	187	6/10

**EURO NCAP: n/a L: 456cm W: 178cm H: 145cm**  
**Boot: 482 litres Fuel Tank: 50 litres**

## Sportage

Another one of Kia's stand-out cars, the Sportage is a handsome, spacious, value-driven crossover.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
2.0 Ignite	339 995	116	192	10.7	185	8.7	207	6/10
2.0	369 995	116	192	10.7	185	8.7	207	6/10
2.0 auto	381 995	116	192	11.5	177	8.9	213	6/10
2.0CRDi	399 995	130	392	9.4	195	6.7	175	7/10
2.0CRDi auto	411 995	130	392	9.6	196	7.3	192	7/10
2.0 AWD	404 995	116	192	11.3	184	8.7	207	5/10
2.0 AWD auto	416 995	116	192	11.7	175	8.9	213	5/10
2.0CRDi AWD	434 995	130	392	9.8	194	6.7	175	6/10
2.0CRDi AWD auto	446 995	130	392	9.8	195	7.3	192	6/10
2.0CRDi AWD Explore auto	488 995	130	392	9.8	195	7.3	192	6/10

**EURO NCAP: n/a L: 444cm W: 186cm H: 165cm**  
**Boot: 564/1353 litres Fuel Tank: 58 litres**

## Sorento

The Sorento is a cheap, totally forgettable SUV. Decent standard spec is nice, automotive androgeny less so.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
2.2CRDi	459 995	147	436	9.7	190	7.2	189	7/10
2.2CRDi 4WD	555 995	147	436	10.0	190	7.4	194	7/10
2.2CRDi 4WD Adventure	585 995	147	436	10.0	190	7.4	194	6/10

**EURO NCAP: n/a L: 469cm W: 189cm H: 171cm**  
**Boot: 2052 litres Fuel Tank: 70 litres**

## LAMBORGHINI

**TopGear on Lamborghini:**

All-wheel drive because it's owned by Audi. Preposterous cars the world would be a poorer place without.

## Huracán

Lambo's riposte to the 458 and 650S. Smoother and slicker but ultimately remains Gallardo v2.0.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
LP610 4	4760 000	449	560	3.2	325+	12.5	290	9/10

**EURO NCAP: n/a L: 446cm W: 192cm H: 117cm**  
**Boot: n/a litres Fuel Tank: 80 litres**

## Aventador

Murciélago replacement doesn't disappoint. A hint of Audi has crept in, but the Aventador is still one bonkers supercar.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
LP700 4	7150 000	515	690	2.9	350	16.0	370	9/10
LP700 4 Roadster	7500 000	515	690	3.0	350	16.0	370	9/10

**EURO NCAP: n/a L: 478cm W: 203cm H: 114cm**  
**Boot: n/a litres Fuel Tank: 90 litres**

## LAND ROVER

**TopGear on Land Rover:**

No longer a symbol of British hard-line foreign policy. Range Rover once again the status SUV brand it once was.

## Defender

Still going. Still a workhorse farmer's SUV, where practicality outweighs ergonomics, luxury ride-quality and speed.



	PRICE	100	100	0-100	km/h	L/100km	CO2	RATING
90 TD station wagon S	543 000	90	360	15.8	145	10.0	266	6/10
90 TD station wagon Silver LE	584 000	90	360	15.8	145	10.0	266	6/10
90 TD station wagon Black LE	584 300	90	360	15.8	145	10.0	266	6/10
110 TD pick-up E	507 200	90	360	15.8	145	11.1	295	6/10
110 TD high-capacity pick-up E	523 400	90	360	15.8	145	11.1	295	6/10
110 TD station wagon S	527 800	90	360	15.8	145	11.1	295	6/10
110 TD station wagon Silver LE	627 500	90	360	15.8	145	11.1	295	6/10
110 TD station wagon Black LE	634 600	90	360	15.8	145	11.1	295	6/10
110 TD double cab S	602 400	90	360	15.8	145	11.1	295	6/10
130 TD crew cab E	611 300	90	360	17.0	132	11.1	295	6/10



## Range Rover Evoque

A Range Rover rebooted for a younger, more stylish audience – it's a junior-SUV, with 3 or 5 doors. One for fashionistas, not farmers.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
SD4 Pure	847 722	140	420	8.5	185	6.3	167	8/10
SD4 SW1 Monochrome	888 722	140	420	8.5	185	6.3	167	8/10
Si4 Pure	655 190	177	340	7.8	217	8.3	193	8/10
SD4 Dynamic	751 522	140	420	8.5	185	6.3	167	8/10
SD4 SW1 Colour	786 622	140	420	8.5	185	6.3	167	8/10
SD4 NW8	786 622	140	420	8.5	185	6.3	167	8/10
Si4 Dynamic	759 090	177	340	7.8	217	8.3	193	8/10
Si4 NW8	794 190	177	340	7.8	217	8.3	193	8/10
coupé SD4 Dynamic	764 312	140	420	8.5	185	6.2	163	8/10
coupé Si4 Dynamic	771 890	177	340	7.8	217	8.3	193	8/10
SD4 Autobiography	799 922	140	420	8.5	185	6.3	167	8/10
Si4 Autobiography	807 290	177	340	7.8	217	8.3	193	8/10

**EURO NCAP: n/a L: 437cm W: 197cm H: 164/161cm**  
**Boot: 575-1445/550-1350 litres Fuel Tank: 58/70 litres**

## Discovery 4

The best practical SUV on sale. Standard air suspension, seven seats, nicely luxurious, except on the expedition-spec XS.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
TDV6 XS	717 266	155	520	10.7	180	8.8	230	7/10
SDV6 S	853 486	183	600	9.3	180	8.8	230	8/10
SCV6 SE	910 629	250	450	8.1	195	12.0	285	8/10
SDV6 SE	911 286	183	600	9.3	180	8.8	230	8/10
SCV6 HSE	1009 029	250	450	8.1	195	12.0	285	8/10
SDV6 HSE	1009 686	183	600	9.3	180	8.8	230	8/10

**EURO NCAP: n/a L: 483cm W: 188cm H: 189cm**  
**Boot: 280/2560 litres Fuel Tank: 84 litres**

## Range Rover Sport

A prettier Range Rover Sport would have been a contradiction in terms, but the new one definitely comes with less thuggishness.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
SCV6 S	964 074	250	450	7.2	210	11.3	264	8/10
TDV6 S	988 031	183	600	7.2	210	7.9	209	8/10
SCV6 SE	1062 974	250	450	7.2	210	11.3	264	8/10
SDV6 SE	1147 431	215	600	7.2	210	7.9	209	8/10
SCV6 HSE	1253 574	250	450	7.2	210	11.3	264	8/10
SDV6 HSE	1368 031	215	600	7.2	210	7.9	209	8/10
Supercharged HSE Dynamic	1487 123	375	625	5.3	250	13.8	321	9/10
SDV8 HSE Dynamic	1497 083	250	740	6.9	210	8.7	229	9/10
Superchgd Autbio Dynamic	1628 323	375	625	5.3	250	13.8	321	9/10
SDV8 Autobiography Dynamic	1635 483	250	740	6.9	210	8.7	229	9/10
SVR	1885 925	405	680	4.7	260	13.8	322	9/10

**EURO NCAP: n/a L: 485cm W: 207cm H: 178cm**  
**Boot: 784 litres Fuel Tank: 80/105 litres**

## Range Rover

This is not an SUV. That's far too common a badge. Instead, think go-anywhere luxury car. Or G.A.L.C. Hmm, catchy.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
TDV6 Vogue	1525 578	190	600	7.9	210	8.6	227	8/10
SDV8 Vogue SE	1820 683	250	740	6.9	215	8.7	229	8/10
Supercharged Vogue SE	1876 225	375	625	5.4	225	13.8	322	8/10
SDV8 Autobiography	2068 383	250	740	6.9	215	8.7	229	8/10
Superchgd Autobiography	2123 925	375	625	5.4	225	13.8	322	8/10
L SDV8 Autobiography	2154 583	250	740	7.0	215	8.7	229	8/10
L Superchgd Autobiography	2210 125	375	625	5.8	225	13.8	322	8/10
L SDV8 Autobiography Black	2828 483	250	740	7.0	215	8.7	229	8/10
L Spchgd Autobiography Black	2884 125	375	625	5.8	225	13.8	322	8/10

**EURO NCAP: n/a L: 501/521cm W: 198cm H: 184cm**  
**Boot: 909-2030 litres Fuel Tank: 85 (TDV6) / 105 litres**

## LEXUS



### TopGear on Lexus:

Luxury Toyotas offering remarkable value, but no diesel engines. We don't understand why either.

## CT

Hatchback Lexus that carries the tech from the Prius into a new wannabe-luxury market segment. Fails thanks to smashy ride.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
200h E	434 800	100e	142-e	10.3	180	4.1	95	4/10

**EURO NCAP: n/a L: 432cm W: 177cm H: 143cm**  
**Boot: 375/985 litres Fuel Tank: 45 litres**

## GS

GS size for IS money. Front-wheel drive belies its Camry underpinnings.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
250 EX	478 900	135	235	9.8	207	8.0	188	8/10
300h EX	565 700	151e	213-e	8.5	180	5.5	130	7/10

**EURO NCAP: N/A L: 490cm W: 182cm H: 145cm**  
**Boot: 490 litres Fuel Tank: 65 litres**

## IS

A 3 Series drive too well for you? Then buy this, it's worse. In other areas, the IS gives the Germans a much tougher time.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
350 E	515 000	228	375	5.9	225	9.7	225	7/10
350 EX	588 500	228	375	5.9	225	9.7	225	7/10
350 F Sport	624 200	228	375	5.9	225	9.7	225	7/10

**EURO NCAP: N/A L: 467cm W: 181cm H: 143cm**  
**Boot: 390 litres Fuel Tank: 66 litres**

## NX

Curious, Lexus sees the need to cross an SUV with a sharp object in a not altogether happy alliance.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
200t E	539 900	175	350	7.1	200	7.9	184	6/10
200t EX	579 900	175	350	7.1	200	7.9	184	6/10
200t F Sport	659 900	175	350	7.1	200	7.9	184	7/10
300h EX	633 000	145e	210-e	9.2	180	6.0	140	6/10

**EURO NCAP: N/A L: 463cm W: 185cm H: 163cm**  
**Boot: 500-1545 litres Fuel Tank: 60 litres (200t) / 56 litre (300h)**

## GS

The latest version of Lexus' 5 Series wannabe that's famous for coming in high-tech hybrid guise. This is an expensive car.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
350 EX	672 900	233	378	6.0	232	10.0	232	4/10
350 F Sport	746 900	233	378	6.0	232	10.0	232	5/10
450h SE	933 700	254e	352-e	5.9	250	6.3	147	4/10

**EURO NCAP: n/a L: 485cm W: 184cm H: 146cm**  
**Boot: 482 litres Fuel Tank: 66 litres**

## RX

One of the smoothest road-biased SUVs, the RX does without seven seats and ain't as economical as it'll lead you to believe. Chuffing pricey, too.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
350 EX	734 100	204	346	8.0	200	10.6	250	5/10
450h SE	832 600	220e	317-e	7.8	200	6.3	148	5/10

**EURO NCAP: n/a L: 477cm W: 189cm H: 176cm**  
**Boot: 496 litres Fuel Tank: 65 litres**

## LX

Great if you own an oil field. Favourite of dictators and global warming sceptics. Makes environmentalists melt.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
570 SE	1350 900	270	530	7.5	210	14.8	350	7/10

**EURO NCAP: n/a L: 499cm W: 197cm H: 192cm**  
**Boot: 1276 litres Fuel Tank: 93 litres**

## LS

Huge limo-like rival to the S-Class and 7 Series. Usefully wafly, if a little Japanese domestic market in execution.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
460	1424 900	285	493	5.7	250	10.7	249	7/10

**EURO NCAP: n/a L: 509cm W: 189cm H: 147cm**  
**Boot: 490 litres Fuel Tank: 84 litres**

## MAHINDRA

### TopGear on Mahindra:

Truly awful Indian products. Will make you consider something Chinese. Yes: that bad.

## Bolero

Favourite of farmers and four-wheelers on a very tight budget.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
2.5Di Maxitruck Plus	127 995	46	195	n/a	115	7.0	n/a	4/10
2.5TD Loader	149 995	74	238	n/a	n/a	9.5	251	4/10
2.5TD	162 995	74	238	n/a	n/a	9.5	251	4/10
2.5TD 4x4 double cab	194 995	74	238	n/a	n/a	9.5	251	4/10
2.5TD	185 995	74	235	n/a	n/a	9.5	251	4/10
2.5TD 4x4	214 995	74	235	n/a	n/a	9.5	251	4/10

**EURO NCAP: n/a L: 492cm W: 170-182cm H: 183-189cm**  
**Boot: n/a litres Fuel Tank: 45(2.5Di) 56 litres (2.5TD)**

## Genio

A hybrid, but not as you know it. Inspired by the Aussie ute.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
2.2CRDe	184 995	89	290	n/a	150	7.9	210	4/10
2.2CRDe double cab	219 995	89	290	n/a	150	7.9	210	4/10

**EURO NCAP: n/a L: 515cm W: 185cm H: 188cm**  
**Boot: n/a litres Fuel Tank: 74 litres**

## Quanto

A five-seater compact SUV? No, really. What is this?



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
2.2CRDe	221 995	89	290	n/a	150	7.9	210	4/10

**EURO NCAP: n/a L: 422cm W: 184cm H: 190cm**  
**Boot: n/a litres Fuel Tank: 55 litres**

## Xylo

Filled the gap vacated when the Toyota Condor flew off.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
2.2CRDe E2	229 995	89	290	n/a	150	7.6	200	2/10
2.2CRDe E8	254 995	89	290	n/a	150	7.6	200	2/10

**EURO NCAP: n/a L: 452cm W: 185cm H: 190cm**  
**Boot: n/a litres Fuel Tank: 55 litres**

## Scorpio Pik-up

Updates have failed to convince anybody that this is a brilliant piece of engineering. Crude drive, very cheap. This one takes a bigger load.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
2.5TCI Loader	169 995	74	258	n/a	n/a	9.9	260	3/10
2.5TCI	180 995	74	258	n/a	n/a	9.9	260	3/10

# The Audi A4 with a 2 year Guaranteed Future Value at only R 4 999 p.m.



**Audi**  
Financial Services

Finance subject to approval by Audi Financial Services, a division of Volkswagen Financial Services South Africa Proprietary Limited, an Authorised Financial Services and Credit Provider NCRCP6635. Offer on the Audi A4 1.8T FSI SE multitronic at R430 000 over 2 years, 10% deposit, 0% linked rate, prime currently at 9.25%, 63% GFV. Excludes monthly admin fee of R57. Model shown may be fitted with optional equipment. Interest rate will vary from example in this advert if price differs. Optional equipment pricing is not included in the finance amount advertised. Offer valid until 31 July 2015. Ts & Cs apply.

Vorsprung durch Technik



2.5TCI 4x4	234995	74	258	n/a	n/a	9.9	260	3/10
2.2CRDe	199995	89	290	n/a	n/a	8.8	233	3/10
2.2CRDe Adventure	232995	89	290	n/a	n/a	8.8	233	3/10
2.2CRDe 4x4	253995	89	290	n/a	n/a	8.8	233	3/10
2.2CRDe 4x4 Adventure	286995	89	290	n/a	n/a	8.8	233	3/10
double cab								
2.5TCI	233995	74	258	n/a	n/a	9.9	260	3/10
2.5TCI 4x4	261995	74	258	n/a	n/a	9.9	260	3/10
2.2CRDe	254995	89	290	n/a	n/a	8.8	233	3/10
2.2CRDe Adventure	287995	89	290	n/a	n/a	8.8	233	3/10
2.2CRDe 4x4	281995	89	290	n/a	n/a	8.8	233	3/10
2.2CRDe 4x4 Adventure	311995	89	290	n/a	n/a	8.8	233	3/10

EURO NCAP: n/a L: 443/512cm W: 177cm H: 186/198cm  
Boot: n/a litres Fuel Tank: 80 litres

## Scorpio

Updates have failed to convince anybody that this is a brilliant piece of engineering. Crude drive, very cheap.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
2.2CRDe VXL	249995	89	290	n/a	n/a	8.8	233	3/10
2.2CRDe VXL Adventure	275995	89	290	n/a	n/a	8.8	233	3/10
2.2CRDe 4x4 VXL	289995	89	290	n/a	n/a	8.8	233	3/10
2.2CRDe 4x4 VXL Adventure	315995	89	290	n/a	n/a	8.8	233	3/10

EURO NCAP: n/a L: 512cm W: 177cm H: 198cm Boot: n/a litres Fuel Tank: 80 litres

## XUV

Mahindra enters the 21st Century. Not that it's worth noticing.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
2.2CRDe W4	259995	103	330	n/a	n/a	7.1	180	5/10
2.2CRDe W6	289995	103	330	n/a	n/a	7.1	180	5/10
2.2CRDe W8	329995	103	330	n/a	n/a	7.1	180	5/10
2.2CRDe W8 AWD	349995	103	330	n/a	n/a	7.1	180	5/10

EURO NCAP: n/a L: 456cm W: 189cm H: 179cm  
Boot: n/a litres Fuel Tank: 70 litres

## MASERATI

TopGear on Maserati:

Cheap, somewhat less sophisticated Ferraris which are a lot more palatable to non-car people. Who wants a cheap Ferrari? Quite.



## Ghibli

Maserati builds a BMW 5 Series. It's available with a diesel engine. And, well, they think that's a good idea.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
Diesel	1281000	202	600	6.3	250	5.9	158	6/10
Ghibli	1335000	243	500	5.6	263	9.6	223	7/10
S	1574000	301	550	5.0	285	10.4	242	7/10

EURO NCAP: n/a L: 497cm W: 195cm H: 146cm  
Boot: 500 litres Fuel Tank: 70/80 litres

## Quattroporte

Noon - what have they done? The old one was soul personified. This looks a bit... meh, but drives better than the last one.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
Diesel	1593000	202	600	6.4	250	6.2	163	7/10
S	1977000	301	550	5.1	285	7.1	179	8/10
GTS	2244000	390	710	4.7	307	11.8	274	8/10

EURO NCAP: n/a L: 526cm W: 195cm H: 148cm  
Boot: 530 litres Fuel Tank: 80 litres

## GranTurismo/GranCabrio

Muscular but pretty coupé that is more GT than sports car. Nothing wrong with that and the GTS has a little more bite if you need it.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
GranTurismo	1959 000	302	460	5.2	285	14.3	330	7/10
GranTurismo Sport	2170 000	338	520	4.8	298	14.3	331	7/10
GranTurismo Sport Cambiocorsa	2267 000	338	520	4.7	300	15.5	360	7/10
GranTurismo MC Stradale	2600 000	338	520	4.5	303	14.4	337	8/10
GranCabrio	2344 000	331	510	5.2	285	14.5	337	7/10

GranCabrio Sport	2487000	338	520	5.0	285	14.5	337	7/10
GranCabrio MC	2696000	338	520	4.9	289	14.5	337	8/10

EURO NCAP: n/a L: 488cm W: 192cm H: 135cm  
Boot: 173/260 litres Fuel Tank: 75/86/90 litres

## MAZDA

TopGear on Mazda:

The only Japanese manufacturer to win Le Mans no longer has a signature rotary car.



## Mazda2

The last 2 was a sleeper - it never set out to be sparky, yet somehow achieved it. Same again, just with a hint more polish.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
1.5 Active	188000	82	145	8.7	188	5.5	130	7/10
1.5 Dynamic	199900	82	145	8.7	188	5.5	130	7/10
1.5 Dynamic auto	211300	82	145	n/a	184	5.7	134	6/10
1.5 Individual	214000	82	145	8.7	188	5.5	130	7/10
1.5 Individual auto	222800	82	145	n/a	184	5.7	134	6/10
1.5DE Hazumi	259900	77	220	10.1	179	4.4	115	7/10

EURO NCAP: n/a L: 389/426cm W: 170cm H: 148cm  
Boot: 250/787 litres Fuel Tank: 43 litres

## Mazda3

The 6's design language moves to the 3. So does the handling verve. Besides that we're less sure why you'd have one over a Golf.



	PRICE	kw	0-100	0-100	km/h	CO2	EURO
hatch 1.6 Original	232900	77	144	n/a	n/a	6.2	147
hatch 1.6 Active	242900	77	144	n/a	n/a	6.2	147
hatch 1.6 Dynamic	253100	77	144	n/a	n/a	6.2	147
hatch 1.6 Dynamic auto	256400	77	144	n/a	n/a	6.9	164
hatch 2.0 Individual	293800	121	210	8.8	198	6.2	146
hatch 2.0 Individual auto	299600	121	210	10.3	198	5.9	140
hatch 2.0 Astina	326300	121	210	10.3	198	5.9	140
sedan 1.6 Original	232900	77	144	n/a	n/a	6.0	142
sedan 1.6 Active	242900	77	144	n/a	n/a	6.0	142
sedan 1.6 Dynamic	253100	77	144	n/a	n/a	6.0	142
sedan 1.6 Dynamic auto	256400	77	144	n/a	n/a	6.7	159
sedan 2.0 Individual	293800	121	210	8.9	195	6.1	145
sedan 2.0 Individual auto	299600	121	210	10.4	195	5.8	139
sedan 2.0 Astina	326300	121	210	10.4	195	5.8	139

EURO NCAP: n/a L: 446/459cm W: 180cm H: 145cm  
Boot: 308/408 litres Fuel Tank: 51 litres

## BT-50

Ford Ranger's hideous looking mechanical sibling. A good bakkie you'll never grow to love.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
2.2 SLX FreeStyle Cab	288500	110	375	n/a	n/a	7.6	199	6/10
2.2 SLX	302500	110	375	n/a	n/a	7.7	202	6/10
3.2 SLE	350400	147	470	n/a	n/a	9.3	245	6/10
3.2 SLE auto	362400	147	470	n/a	n/a	9.1	239	6/10
3.2 4x4 SLE double cab	402400	147	470	n/a	n/a	9.8	258	6/10
2.2 SLE	370400	110	375	n/a	n/a	7.7	202	6/10
3.2 SLE	402400	147	470	n/a	n/a	9.3	245	6/10
3.2 SLE auto	412400	147	470	n/a	n/a	9.1	239	6/10
3.2 4x4 SLE	454400	147	470	n/a	n/a	9.8	258	6/10
3.2 4x4 SLE auto	466400	147	470	n/a	n/a	9.7	255	6/10

EURO NCAP: n/a L: 528/538cm W: 185cm H: 170/182cm  
Boot: n/a litres Fuel Tank: 80 litres

## Mazda5

MPV with sliding doors and practical interior. Latest re-design adds massive swoosh to the side. Which is nice.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
2.0 Original	268900	106	180	10.8	194	8.2	194	6/10
2.0 Active auto	283500	106	180	13.1	186	8.3	198	6/10
2.0 Individual	294200	106	180	10.8	194	8.2	194	6/10
2.0 Individual auto	308500	106	180	13.1	186	8.3	198	6/10

EURO NCAP: n/a L: 459cm W: 175cm H: 162cm  
Boot: 112/857 litres Fuel Tank: 60 litres

## Peugeot CX-5

Good, solid modern SUV with much to recommend.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
2.0 Active	319 500	121	210	9.3	197	6.4	149	6/10
2.0 Active auto	329 300	121	210	9.5	187	6.4	148	6/10
2.0 Dynamic	329 600	121	210	9.3	197	6.4	149	6/10
2.2DE Active	378 300	110	380	10.0	198	5.7	151	7/10
2.5 Individual	408 700	141	256	n/a	n/a	6.9	160	6/10
2.2DE AWD Akera	465 400	129	420	9.4	204	5.9	155	7/10

EURO NCAP: n/a L: 456cm W: 184cm H: 167cm  
Boot: 403 litres Fuel Tank: 56 litres

## Mazda6

Handsome mid-sized saloon with some clever engine tech underneath. Drives well. Possibly a bit middle management.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
2.0 Active	342000	114	200	n/a	n/a	6.1	142	6/10
2.0 Active auto	358000	114	200	n/a	n/a	6.0	138	6/10
2.5 Dynamic	373000	139	250	9.1	211	6.6	153	6/10
2.5 Individual	395500	139	250	9.1	211	6.6	153	6/10
2.2DE Dynamic	404000	129	420	8.4	216	5.3	139	7/10
2.2DE Atenza	430500	129	420	8.4	216	5.3	139	7/10

EURO NCAP: n/a L: 487cm W: 211cm H: 145cm  
Boot: 438 litres Fuel Tank: 62 litres

## McLaren

TopGear on McLaren:

Superior engineering exercise compared to Ferrari, if a tad soulless. Road cars a lot better than the F1 team's racers at the moment.



## 650S

Think of it as a 12C that has been improved in every single way. Or a budget P1. Win and win.

	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
coupe	POA	478	678	3.0	333	11.7	275	10/10
Spider	POA	478	678	3.0	329	11.7	275	10/10

EURO NCAP: N/A L: 451cm W: 190cm H: 120cm  
Boot: n/a litres Fuel Tank: 72 litres

## MERCEDES-BENZ

TopGear on Mercedes-Benz:

Smaller ones a tad disappointing. Limousines peerless. AMGs charmingly unhinged. The original car company is in fine form.

## A-Class

Despite the bulbous drunkards nose this is a conventional hatch. Watch the spec or you'll muck it up.



	PRICE	kW	Rev	0-100	km/h	L/100km	CO2	RATING
A200	376 642	115	250	8.4	224	5.8	136	8/10
A200 auto	394 334	115	250	8.3	224	5.7	133	8/10
A200CDI	404 400	100	300	9.3	210	4.5	116	7/10
A200CDI auto	422 400	100	300	9.2	210	4.1	108	7/10
A220CDI	444 400	125	350	8.2	220	4.4	115	7/10
A250 Sport	481 273	155	350	6.6	240	6.4	148	8/10
A45 AMG 4Matic	659 717	265	450	4.6	250	7.1	165	7/10

EURO NCAP: n/a L: 429cm W: 178cm H: 143cm  
Boot: 341/1157 litres Fuel Tank: 50 litres



B220CDI	448 000	125	350	8.3	224	4.3	111	6/70
B250	467 160	155	350	6.8	240	6.3	147	7/10

**EURO NCAP: ★★★★★ L: 436cm W: 179cm H: 156cm**  
**Boot: 1545 litres Fuel Tank: 50 litres**

**CLA**  
The slippery coupe saloon version of the new A-Class. A mini CLS then.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
CLA200	408 429	115	250	8.6	230	5.7	131	5/10
CLA200 auto	426 326	115	250	8.5	230	5.5	130	5/10
CLA220 CDI	465 600	125	350	8.2	230	4.5	117	5/10
CLA250 Sport 4Matic	565 588	155	350	6.6	250	6.6	154	6/10
CLA45 AMG 4Matic	741 617	265	450	4.6	250	7.1	165	7/10

**EURO NCAP: ★★★★★ L: 463cm W: 178cm H: 143cm**  
**Boot: 470 litres Fuel Tank: 50 litres**

**GLA**  
Mercedes-Benz busts out another gravel-bound niche, this time by placing its A-Class hatch on stilts.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
GLA200	440 849	115	250	8.9	215	5.9	139	6/10
GLA200 auto	459 147	115	250	8.8	215	5.9	138	6/10
GLA200CDI	465 000	100	300	10.0	205	4.5	119	6/10
GLA200CDI auto	483 000	100	300	9.9	205	4.5	119	6/10
GLA220CDI 4Matic	538 531	125	350	8.3	215	5.1	132	6/10
GLA250 4Matic	614 288	155	350	7.1	230	6.6	154	6/10
GLA45 AMG 4Matic	730 843	265	450	4.8	250	7.5	175	7/10

**EURO NCAP: n/a L: 442cm W: 180cm H: 149cm**  
**Boot: n/a litres Fuel Tank: 50/56 litres**

**Vito**  
DHL gets an Armani suit.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
113 CDI crewbus	542 526	100	310	13.4	176	7.3	193	6/10
116 CDI crewbus	571 369	120	360	11.5	191	7.3	193	6/10
116 CDI crewbus auto	598 440	120	360	n/a	n/a	8.1	214	6/10
116 CDI crewbus XL	586 302	120	360	11.5	191	7.3	193	6/10
116 CDI crewbus XL auto	613 374	120	360	n/a	n/a	8.1	214	6/10
116 CDI crewbus Shuttle	613 494	120	360	11.5	191	7.3	193	6/10
116 CDI crewbus Shuttle auto	640 506	120	360	n/a	n/a	8.1	214	6/10
122 CDI crewbus Shuttle	712 124	165	440	9.1	201	8.5	224	6/10
122 CDI crewbus Shuttle XL	726 716	165	440	9.1	201	8.5	224	6/10

**EURO NCAP: n/a L: 501/524cm W: 190cm H: 190cm**  
**Boot: 730/970 litres Fuel Tank: 75 litres**

**C-Class sedan/estate**  
What we know about the new C: it has a nice cabin, it has to beat the BMW 3 Series. That's not an enviable task. C63 quite epic.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
C180	437 418	115	250	8.2	225	5.5	127	6/10
C180 auto	458 739	115	250	8.5	223	5.8	135	6/10
C200	459 731	135	300	7.5	237	5.7	132	6/10
C200 auto	478 129	135	300	7.3	235	5.6	131	6/10
C220 BlueTEC	482 000	125	400	8.1	234	4.2	109	6/10
C220 BlueTEC auto	500 500	125	400	7.8	233	4.5	117	6/10
C250	529 749	155	350	6.6	250	5.9	139	6/10
C250 BlueTEC	553 100	150	500	6.8	247	4.5	117	6/10
C300	566 196	180	370	5.9	250	6.3	146	7/10
C180 estate	471 231	115	250	8.4	223	5.6	130	6/10
C180 estate auto	490 039	115	250	8.7	221	5.8	135	6/10
C200 estate	493 339	135	300	7.7	235	5.8	135	6/10
C200 estate auto	512 352	135	300	7.5	233	6.0	140	6/10
C250 BlueTEC estate	586 400	150	500	6.9	241	4.8	124	6/10
Mercedes-AMG C63	1 012 087	350	650	4.1	250	8.2	182	9/10
Mercedes-AMG C63 Edition 1	1 224 087	350	650	4.1	250	8.2	182	9/10
Mercedes-AMG C63 S	1 171 455	375	700	4.0	250	8.4	185	9/10
Mercedes-AMG C63 S Edition 1	1 346 495	375	700	4.0	250	8.4	185	9/10

**EURO NCAP: ★★★★★ L: 470cm W: 181cm H: 144cm**  
**Boot: 480/1510 litres Fuel Tank: 66 litres**

**C-Class coupé**  
Heavily facelifted car gets a much posher interior.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
C180	468 875	115	250	8.5	225	6.4	149	6/10
C180 auto	487 170	115	250	8.5	223	6.3	147	6/10
C250	573 012	150	310	7.2	240	7.0	163	6/10
C250CDI	573 849	150	500	7.1	240	5.3	139	6/10
C350	682 214	225	370	6.0	250	7.0	164	6/10
C63 AMG	1 088 716	336	600	4.4	250	12.0	280	8/10
C63 AMG Edition 507	1 191 716	373	610	4.2	280	12.0	280	8/10

**EURO NCAP: ★★★★★ L: 459/471cm W: 177/180cm H: 141/139cm**  
**Boot: 485-1500/450 litres Fuel Tank: 59/66 litres**

**V-Class**  
The artist formerly known as Viano has been doused with premiumness and given the correct badge at last. Hoteliers rejoice.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
V200d	695 981	100	330	14.0	183	6.5	171	6/10
V200d auto	719 981	100	330	12.9	181	6.1	159	6/10
V220d	726 875	120	360	11.9	194	6.1	159	7/10
V220d auto	750 875	120	360	10.9	195	5.9	154	7/10
V220d Avantgarde auto	949 175	120	360	10.9	195	5.9	154	7/10
V250d auto	782 416	140	440	9.1	206	6.0	158	7/10
V250d Avantgarde auto	984 198	140	440	9.1	206	6.0	158	7/10

**EURO NCAP: n/a L: 514cm W: 193cm H: 188cm**  
**Boot: 1030 litres Fuel Tank: 57 litres**

**SLK**  
Third-gen SLK moves the game on yet again. Gadgets galore, including a roof which changes opacity, plus a chassis that drives better.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
SLK200	648 778	135	300	7.0	240	6.5	150	6/10
SLK200 auto	667 888	135	300	6.9	237	6.6	154	6/10
SLK300	722 462	180	370	5.8	250	6.2	144	6/10
SLK350	858 022	225	370	5.6	250	7.2	167	7/10
SLK55 AMG	1 113 595	310	540	4.6	250	8.4	195	8/10

**EURO NCAP: n/a L: 413cm W: 181cm H: 130cm**  
**Boot: 225/335 litres Fuel Tank: 66 litres**

**E-Class sedan/estate**  
Ooh, fancy nose! Better than the A-Class's. Merc's big executive has got its mojo back. Self-confident, relaxed and refined.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
E200	635 778	135	300	7.9	233	5.8	150	7/10
E250	673 278	155	350	7.4	243	5.8	150	7/10
E250 estate	732 494	155	350	7.8	233	6.3	156	7/10
E250CDI	681 642	155	350	7.8	233	6.3	156	7/10
E300 BlueTEC Hybrid	835 000	150	590	7.5	242	4.2	119	7/10
E350 BlueTEC	841 096	185	620	6.6	250	6.0	157	7/10
E400	867 469	245	480	5.3	250	7.9	185	7/10
E500	1 085 031	300	600	4.9	250	8.9	209	7/10
E63 AMG	1 502 888	410	720	4.2	250	9.8	230	7/10
E63 AMG S	1 644 591	430	800	4.1	250	9.9	232	7/10

**EURO NCAP: ★★★★★ L: 488/490cm W: 185/187cm H: 145/151cm**  
**Boot: 490/505/540 (695-1950 estate) litres Fuel Tank: 80 litres**

	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
E250 coupé	663 557	155	350	7.1	250	6.1	142	7/10
E250CDI coupé	684 123	150	500	7.3	247	4.9	129	7/10
E250 cabriolet	749 278	155	350	7.5	245	6.5	150	7/10
E400 cabriolet	885 348	245	480	5.2	250	7.6	177	7/10
E400 cabriolet	980 869	245	480	5.3	250	7.9	185	7/10
E500 coupé	1 074 431	300	600	4.8	250	8.9	209	7/10
E500 cabriolet	1 144 142	300	600	4.9	250	9.1	213	8/10

**EURO NCAP: ★★★★★ L: 470/475cm W: 179cm H: 140cm**  
**Boot: 450 (300-390 cabriolet) litres Fuel Tank: 66 litres**

**ML**  
Latest M-Class as it's now called, does nothing to lift it above rivals, except look a bit strange. Which is hardly encouraging for buyers.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
ML250 BlueTEC	828 930	150	500	9.0	210	6.5	165	6/10

ML350 BlueTEC	940 792	190	620	7.4	224	7.4	189	7/10
ML400	963 952	245	480	6.1	247	9.6	217	7/10
ML500	1 165 647	300	600	5.8	250	12.3	287	7/10
ML63 AMG	1 694 206	386	700	4.9	250	11.8	276	8/10

**EURO NCAP: ★★★★★ L: 480cm W: 193cm H: 180cm**  
**Boot: 690/2010 litres Fuel Tank: 70/78/93 litres**

**CLS**  
One of the most competent cars in Merc's range. It no longer defines cool like the first model did, but ride/engines/quality are all top drawer.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
CLS250CDI	761 847	150	500	7.5	242	5.3	138	7/10
CLS350 BlueTEC	895 257	190	620	6.5	250	5.4	142	7/10
CLS400	894 053	245	480	5.3	250	7.3	179	8/10
CLS500	1 128 105	300	600	4.9	250	8.5	199	7/10
CLS63 AMG S	1 611 369	430	800	4.1	250	9.9	231	7/10

**EURO NCAP: n/a L: 494/496/500cm W: 188cm H: 142cm**  
**Boot: 520 (590-1150 Shooting Brake) litres Fuel Tank: 80 litres**

**GLE coupé**  
Mercedes-Benz makes a BMW X6. Stupid. Pointless. They'll sell millions of the stuff.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
GLE350d coupé	1 006 774	190	620	7.0	228	7.2	187	6/10
GLE450 AMG coupé	1 110 057	270	520	5.7	248	9.4	219	6/10
Mercedes-AMG GLE63 S coupé	1 876 111	430	760	4.2	250	11.9	278	7/10

**EURO NCAP: n/a L: 490cm W: 200cm H: 170cm**  
**Boot: 650-1720 litres Fuel Tank: 93 litres**

**GL**  
The GL is basically the bigger, seven-seat version of the ML. As above, but longer.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
GL350 BlueTEC	1 163 031	190	620	7.9	220	8.0	209	6/10
GL500	1 324 387	320	700	5.4	250	11.5	269	7/10
GL63 AMG	1 991 537	410	760	4.9	250	12.3	288	7/10

**EURO NCAP: n/a L: 512cm W: 193cm H: 185cm**  
**Boot: 2300 litres Fuel Tank: 100 litres**

**G-Class**  
Revamp of the iconic G-Wagen sees new engines and a tarted-up interior. Still quite a boxy-cool thing.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
G300CDI Professional	1053986	135	400	12.3	160	11.7	307	7/10
G350 BlueTec	1398255	155	540	9.1	175	11.2	295	7/10
G500	1564393	285	530	6.1	210	14.9	348	7/10
G63 AMG	2131825	400	760	5.4	210	13.8	322	8/10



S500 L	1760442	335	700	4.8	250	9.1	213	9/10
S63 AMG	2361204	430	900	4.4	250	10.1	237	9/10
S63 AMG L	2398804	430	900	4.4	250	10.1	237	9/10
S600 L	2271574	390	830	4.6	250	11.3	264	9/10
S65 AMG L	2972803	463	1000	4.3	250	11.9	279	9/10

**EURO NCAP:** n/a L: 512/525cm W: 190cm H: 150cm  
Boot: 510/530 litres Fuel Tank: 70/80 litres

## AMG GT

AMG gets serious about hammering Porsche. Doesn't quite have a 911's finesse, but boy does it make you feel good.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
GT	1661850	340	600	4.0	304	9.3	216 9/10
GT S	1991670	375	650	3.8	310	9.6	224 9/10
GT S Edition 1	2202870	375	650	3.8	310	9.6	224 9/10

**EURO NCAP:** n/a L: 455cm W: 194cm H: 129cm  
Boot: 350 litres Fuel Tank: 75 litres

## S-Class coupé

The S-Class Coupé is Mercedes-Benz's spiked gauntlet in a velvet glove. All the power. All the glory. Those sexy lines.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
S500 coupé	1921618	335	700	4.6	250	8.8	204 9/10
S63 AMG coupé	251104	430	900	4.2	250	10.1	237 9/10
S65 AMG coupé	3087013	463	1000	4.1	250	11.9	279 9/10

**EURO NCAP:** n/a L: 503cm W: 190cm H: 141cm  
Boot: 400 litres Fuel Tank: 80 litres

## MG

### TopGear on MG:

Once British. Now Chinese. Reversal of the opium wars. Make for very ironic Hong Kong democracy protest fleet vehicles.

## MG3

After the startling success of the MG6, MG unleashes a supermini on the world. World can hardly believe its luck.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.5	149900	78	135	11.5	174	5.9	138 n/d
1.5 Wired	175900	78	135	11.5	174	5.9	138 n/d
1.5 Style	189900	78	135	11.5	174	5.9	138 n/d

**EURO NCAP:** n/a L: 402cm W: 173cm H: 151cm  
Boot: 285 litres Fuel Tank: 45 litres

## MG6

OK effort for a Chinese-English car, but is let down by driver interface.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
saloon 1.8T Comfort	249900	118	215	8.4	193	7.9	184 3/10
saloon 1.8T R Comfort	270900	118	215	8.4	193	7.9	184 3/10
saloon 1.8T RG Motorsport	298900	165	315	n/a	n/a	7.9	184 3/10
saloon 1.8T Luxury	258900	118	215	8.4	193	7.9	184 3/10
saloon 1.8T Deluxe	268900	118	215	8.4	193	7.9	184 3/10
saloon 1.8T R Deluxe	308900	118	215	8.4	193	7.9	184 3/10
saloon 1.8T RG Motorsport	338900	165	315	n/a	n/a	7.9	184 3/10
fastback 1.8T Comfort	249900	118	215	8.4	193	7.9	184 3/10
fastback 1.8T R Comfort	270900	118	215	8.4	193	7.9	184 3/10
fastback 1.8T RG Motorsport	298900	165	315	n/a	n/a	7.9	184 3/10
fastback 1.8T Luxury	258900	118	215	8.4	193	7.9	184 3/10
fastback 1.8T Deluxe	268900	118	215	8.4	193	7.9	184 3/10
fastback 1.8T R Deluxe	308900	118	215	8.4	193	7.9	184 3/10
fastback 1.8T RG Motorsport	338900	165	315	n/a	n/a	7.9	184 3/10

**EURO NCAP:** n/a L: 465cm W: 183cm H: 148cm  
Boot: 472/1268 litres Fuel Tank: 62 litres

## MINI

### TopGear on MINI:

BMW's British hatchback a delightful driver's car with appeal diluted by having spawned way too many derivatives for its own good.

## Hatch

Yes, it's bigger, and no, that isn't necessarily a good thing. Apart from that, the new Mini is predictably excellent.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
Cooper 3-door	303500	100	230	7.9	210	4.7	110 7/10
Cooper 3-door auto	320400	100	230	7.8	210	4.9	115 7/10
Cooper S 3-door	371847	141	300	6.8	235	5.9	138 7/10
Cooper S 3-door auto	387618	141	300	6.7	233	5.5	127 7/10
Cooper 5-door	312500	100	230	8.2	207	4.9	114 8/10
Cooper 5-door auto	329400	100	230	8.1	207	5.0	116 8/10
Cooper S 5-door	383052	141	300	6.9	232	6.0	140 8/10
Cooper S 5-door auto	398823	141	300	6.8	232	5.5	129 8/10
John Cooper Works 3 dr	421591	170	320	6.3	246	6.7	155 8/10
John Cooper Works 3 dr auto	441934	170	320	6.1	246	5.7	133 8/10

**EURO NCAP:** n/a L: 382-385/398-400cm W: 173 H: 141/143cm Boot: 211/278 litres Fuel Tank: 40/44 litres

## Coupé

	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
Cooper	314142	90	160	9.0	204	5.8	136 5/10
Cooper auto	333094	90	160	10.1	191	6.7	156 5/10
Cooper S	378168	135	260	6.9	230	6.3	146 5/10
Cooper S auto	395991	135	260	7.1	224	6.7	155 5/10
John Cooper Works	437912	155	280	6.4	240	7.0	163 5/10
John Cooper Works auto	456838	155	280	6.6	238	7.4	173 5/10

**EURO NCAP:** n/a L: 373/376cm W: 168cm H: 138cm  
Boot: 280 litres Fuel Tank: 40/50 litres

## Convertible

	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
Cooper	331257	90	160	9.8	198	6.1	142 4/10
Cooper auto	350004	90	160	11.1	191	6.9	160 4/10
Cooper S	402975	135	260	7.3	225	6.4	149 6/10
Cooper S auto	420901	135	260	7.6	220	6.8	159 6/10
John Cooper Works	464822	155	280	6.9	235	7.2	167 5/10
John Cooper Works auto	482748	155	280	7.1	233	7.6	177 5/10

**EURO NCAP:** n/a L: 373cm W: 168cm H: 141cm  
Boot: 125-660 litres Fuel Tank: 40/50 litres

## Roadster

	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
Cooper	349757	90	160	9.2	199	6.1	142 6/10
Cooper auto	368504	90	160	10.5	192	6.9	160 6/10
Cooper S	414475	135	260	7.0	227	6.4	149 6/10
Cooper S auto	432401	135	260	7.2	222	6.8	159 6/10
John Cooper Works	472822	155	280	6.5	237	7.2	167 5/10
John Cooper Works auto	490248	155	280	6.7	235	7.6	177 5/10

**EURO NCAP:** n/a L: 373/376cm W: 168cm H: 139cm  
Boot: 240 litres Fuel Tank: 40/50 litres

## Countrypman

The MINI bulks up to become a sort of mild crossover with the option of ALL4 four-wheel drive. No one is sure why.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
Cooper	343283	90	160	10.5	190	6.5	152 5/10
Cooper auto	362748	90	160	11.6	182	7.6	177 5/10
Cooper S	404488	140	260	7.5	216	6.6	154 5/10
Cooper S auto	423543	140	260	7.8	212	7.5	175 5/10
John Cooper Works ALL4	501272	160	300	7.0	225	8.0	186 5/10
John Cooper Works ALL4 auto	518890	160	300	7.0	223	8.3	193 5/10

**EURO NCAP:** n/a L: 410/413cm W: 179cm H: 156cm  
Boot: 350-1170 litres Fuel Tank: 47 litres

## Paceman

Another car we didn't ask for, from a company with seemingly few ideas. What's the Paceman for, Mini?



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
Cooper S	404488	140	260	7.4	218	6.6	154 5/10

Cooper S auto	423543	140	260	7.7	214	7.5	175 5/10
John Cooper Works ALL4	501272	160	300	6.9	226	8.0	186 5/10
John Cooper Works ALL4 auto	518890	160	300	6.9	224	8.3	193 5/10

**EURO NCAP:** n/a L: 410/413cm W: 179cm H: 156cm  
Boot: 330-1080 litres Fuel Tank: 47 litres

## MITSUBISHI

### TopGear on Mitsubishi:

Once dominant Dakar racing and WRC brand trading on past glories. Pajero Sport's a rather convincing Fortuner rival, though.

## Mirage

Mitsubishi have made a Mirca. Really though, you deserve better than this.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.2 GL	134900	57	100	11.7	180	4.9	115 4/10
1.2 GLX	144900	57	100	11.7	180	4.9	115 4/10
1.2 GLS	154900	57	100	11.7	180	4.9	115 4/10

**EURO NCAP:** n/a L: 371cm W: 166cm H: 150cm  
Boot: n/a litres Fuel Tank: 35 litres

## ASX

A small crossover that covers a lot of bases. Looks good and drives well, but a bit vanilla.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
2.0 GL	298900	110	197	9.6	194	7.5	175 6/10
2.0 GLX	324900	110	197	9.6	194	7.5	175 6/10
2.0 GLS	347900	110	197	9.6	194	7.5	175 6/10
2.0 GLS auto	359900	110	197	11.5	190	7.6	178 6/10

**EURO NCAP:** n/a L: 430cm W: 177cm H: 163cm  
Boot: 1193 litres Fuel Tank: 63 litres

## Triton

Neither the prettiest, nor best in class.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
2.4 GL	179900	97	202	n/a	163	10.2	2426 4/10
2.4 GLX	194900	97	202	n/a	163	10.2	2426 4/10
2.5Di-D GL	204900	100	314	n/a	167	8.1	2126 5/10
2.5Di-D GLX	244900	100	314	n/a	167	8.1	2126 5/10
2.5Di-D ClubCab	298900	100	314	n/a	167	8.2	2146 5/10
2.5Di D double cab	358900	100	314	n/a	167	8.3	2166 5/10
2.5Di D 4x4 double cab	429900	131	400	n/a	n/a	8.6	2256 7/10

**EURO NCAP:** n/a L: 517cm W: 175cm H: 178cm  
Boot: n/a litres Fuel Tank: 75 litres

## Outlander

Its back, and it's better than ever. It couldn't have been much worse really.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
2.4 GLS Exceed	439900	123	222	n/a	n/a	8.2	192 6/10

**EURO NCAP:** n/a L: 466cm W: 180cm H: 168cm  
Boot: 477-1608 litres Fuel Tank: 60 litres

## Pajero Sport

Reasonably well-specced bakkie-based bruiser. Best Fortuner rival.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
2.5Di-D	449900	131	350	12.0	176	8.5	225 6/10
2.5Di D 4x4	484900	131	400	11.0	179	7.8	206 6/10
2.5Di D 4x4 auto	498900	131	350	12.0	176	8.5	225 7/10

**EURO NCAP:** n/a L: 470cm W: 182cm H: 184cm  
Boot: 1790 litres Fuel Tank: 70 litres

# What's your 2 year plan?





## Paiero

Venerable old school 4x4 with the appearance of a very dynamic block of flats.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
3-door 3.2Di-D GLS	579 900	140	441	12.0	180	10.1	245	n/d
5 door 3.2Di D GLS	649 900	140	441	12.3	175	10.1	245	n/d
5 door 3.2Di D GLS Exceed	669 900	140	441	12.3	175	10.1	245	n/d

EURO NCAP: n/a L: 439/490cm W: 188cm H: 187cm  
Boot: 1790 litres Fuel Tank: 88 litres

## Lancer

Evo X was a supercar killer, when it was launched way back in 2007. No WRC heritage anymore. No point either.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
Evolution X	699 900	217	366	4.7	250	10.8	256	7/10

EURO NCAP: n/a L: 451cm W: 181cm H: 148cm  
Boot: 400 litres Fuel Tank: 55 litres

## NISSAN

## NISSAN

### TopGear on Nissan:

Bizarre Addams family of geriatric hatches, cash-cow crossovers and the mind-scrumbling GT-R freak show.

## Micra

If you distil blandness into supermini form you get the latest generation Micra. It does great three-point turns. Yawn.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
1.2 Visia+	148 900	58	104	13.2	166	5.2	124	4/10
1.5 Tekna	179 400	73	134	11.0	180	6.3	150	4/10

EURO NCAP: \*\*\*\*\* L: 378cm W: 167cm H: 152cm  
Boot: 265/511 litres Fuel Tank: 41 litres

## NP200

Tough Pretoria-built bakkie with class-leading space.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
1.6i	141 100	64	128	n/a	n/a	8.1	192	6/10
1.6i pack	156 600	64	128	n/a	n/a	8.1	192	6/10
1.6i Stealth	172 000	64	128	n/a	n/a	8.1	192	6/10
1.6 16v S	171 500	77	148	n/a	n/a	8.0	189	7/10
1.6 16v SE	201 900	77	148	n/a	n/a	8.0	189	7/10
1.5dCi pack	200 900	63	200	n/a	n/a	5.3	140	6/10
1.5dCi SE	224 600	63	200	n/a	n/a	5.3	140	6/10

EURO NCAP: n/a L: 450cm W: 174cm H: 155cm  
Boot: n/a litres Fuel Tank: 50 litres

## Almera

Nissan's Tiida replacement has arrived. Big on space, non-existent on style or fun.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
1.5 Acenta	186 000	73	134	n/a	183	6.3	149	5/10
1.5 Acenta auto	197 900	73	134	n/a	183	7.2	171	5/10

EURO NCAP: N/A L: 443cm W: 170cm H: 151cm  
Boot: 490 litres Fuel Tank: 41 litres

## Livina

Should be sold with a voucher for psychotherapy to manage your impending abandonment issues.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
X Gear 1.6 Acenta+	209 200	80	153	11.2	180	6.9	165	6/10

EURO NCAP: \*\*\*\*\* L: 418/442cm W: 169cm H: 158cm  
Boot: 769/946 litres Fuel Tank: 52 litres

## Sentra

It's a Corolla rival, and a goodish one at that. One engine option means it's somewhat limited.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
1.6 Acenta	238 100	85	154	n/a	180	6.6	166	6/10
1.6 Acenta auto	261 500	85	154	n/a	180	6.2	149	6/10

EURO NCAP: N/A L: 461cm W: 176cm H: 150cm  
Boot: 510 litres Fuel Tank: 52 litres

## NP200

Delivery van and shuttle from Nissan. Nice if you have a guesthouse or kitchen outfitting business.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
Combi 1.6i Visia	282 000	81	153	n/a	n/a	7.3	169	5/10
Combi 1.5dCi Visia	308 400	66	200	n/a	n/a	5.1	134	5/10

EURO NCAP: N/A L: 440cm W: 170cm H: 186cm  
Boot: 3100 litres Fuel Tank: 55 litres

## NP300 Hardbody

Rugged die-hard workhorse that's getting a bit long in the tooth.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
2.0	164 400	84	169	n/a	n/a	10.0	237	5/10
2.5TDi	193 700	98	304	n/a	n/a	8.0	211	6/10
2.5TDi Hi-rider	263 800	98	304	n/a	n/a	8.0	211	6/10
2.4 4x4	267 800	105	205	n/a	n/a	11.1	261	6/10
2.5TDi 4x4 doublecab	297 700	98	304	n/a	n/a	9.4	247	6/10
2.5TDi Hi-rider	336 800	98	304	n/a	n/a	8.8	233	7/10
2.4 Hi-rider	317 800	105	205	n/a	n/a	11.0	259	6/10
2.4 4x4	364 000	105	205	n/a	n/a	11.7	274	6/10

EURO NCAP: n/a L: 488/518cm W: 169cm H: 162/179cm  
Boot: n/a litres Fuel Tank: 75 litres

## Juke

Clever little SUV crossover that looks like... well, looks like nothing else we can think of. Very nice if a little odd.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
1.2T Acenta	254 900	85	190	10.8	178	5.6	129	7/10
1.2T Acenta+	277 900	85	190	10.8	178	5.6	129	7/10
1.5dCi Acenta+	299 900	81	280	11.2	175	4.2	109	5/10
1.6T Tekna	325 900	140	240	7.8	215	6.0	159	7/10
1.6T Tekna Techno	354 900	140	240	7.8	215	6.0	159	7/10
1.6T 4WD Tekna	364 900	140	240	8.2	200	6.5	169	7/10

EURO NCAP: \*\*\*\*\* L: 414cm W: 177cm H: 157cm  
Boot: 251 litres Fuel Tank: 46 litres

## Qashqai

Nissan started the Qashqai craze, so the new one is predictably safe. It's better than ever for, you know, family stuff.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
1.2T Visia	287 500	85	190	10.9	185	6.2	144	6/10
1.2T Acenta	317 800	85	190	10.9	185	6.2	144	6/10
1.2T Acenta auto	334 200	85	165	12.9	173	6.2	144	6/10
1.5dCi Acenta	338 800	81	260	11.9	182	4.2	109	6/10
1.6T Acenta	364 800	120	240	9.1	200	6.2	144	7/10
1.6dCi Acenta auto	392 100	96	320	11.1	183	4.9	129	7/10
1.6dCi AWD Acenta	393 400	96	320	10.5	190	5.3	139	7/10

EURO NCAP: n/a L: 438cm W: 181cm H: 159cm  
Boot: 430/1585 litres Fuel Tank: 65 litres

## X-Trail

The X-Trail used to be a rufy-tufy thing. Now it's been emasculated. As a result, we think it's better. Fickle, us?



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
2.0 XE	327 700	106	200	11.1	193	8.3	197	6/10
2.5 4x4 SE	364 200	126	233	10.5	190	8.3	197	7/10
1.6dCi XE	351 000	96	320	10.5	188	5.1	134	6/10
1.6dCi 4x4 SE	388 300	96	320	11.0	186	5.3	139	6/10
1.6dCi 4x4 LE	473 800	96	320	11.0	186	5.3	139	7/10

EURO NCAP: n/a L: 464cm W: 182cm H: 171cm  
Boot: 550-1405 litres Fuel Tank: 60 litres

## Navara

He-Man meets Hermes. Luxury bakkie with an insanely powerful V6 diesel. Perfect for towing your GT-R.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
KingCab								
2.5dCi XE	358 500	106	356	n/a	n/a	8.7	229	5/10
2.5dCi 4x4 XE doublecab	402 400	128	403	n/a	n/a	9.0	238	5/10
2.5dCi XE	376 000	106	356	n/a	n/a	8.7	229	5/10
2.5dCi 4x4 XE	426 400	128	403	n/a	n/a	9.0	238	6/10
2.5dCi LE	443 900	128	403	n/a	n/a	8.3	217	6/10
2.5dCi 4x4 LE auto	509 100	140	450	n/a	n/a	9.0	238	6/10
3.0dCi V6 4x4 LE	653 100	170	550	9.3	195	9.3	246	6/10

EURO NCAP: \*\*\*\*\* L: 523cm W: 185cm H: 177/191cm  
Boot: n/a litres Fuel Tank: 80 litres

## Leaf

The first mass-produced fully electric car. Very impressive, but is SA infrastructure up for it?



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
Leaf	457 400	80e	254e	11.5	144	0.0	0	7/10

EURO NCAP: n/a L: 445cm W: 177cm  
H: 155cm Boot: 450 litres

## Pathfinder

Rugged-looking seven-seat SUV that feels solid, dependable, and resolutely old-fashioned. Weirdly attractive.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
2.5dCi SE	504 800	140	450	11.0	186	8.5	224	5/10
2.5dCi SE auto	520 800	140	450	10.7	186	9.0	238	5/10
2.5dCi LE	666 300	140	450	10.7	186	9.0	238	5/10
3.0dCi V6 LE	777 200	170	550	8.9	195	9.3	246	6/10

EURO NCAP: \*\*\*\*\* L: 481cm W: 185cm H: 179cm  
Boot: 190/515/2091 litres Fuel Tank: 80 litres

## 370Z

Z still looks great, but where's the fire-breathing manliness of the old one, Nissan? The 86 has highlighted some of this car's shortcomings.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
coupe	640 800	245	363	5.3	250	10.5	248	7/10
coupe auto	659 900	245	363	5.6	250	10.4	248	7/10

EURO NCAP: n/a L: 425cm W: 185cm H: 132cm  
Boot: 235 litres Fuel Tank: 72 litres

## Patrol

Built like a tank, drives like a tank, drinks like a tank.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
3.0DTi pick-up	503 700	110	371	n/a	n/a	10.9	269	6/10
3.0Di GL	700 600	118	380	18.8	160	10.8	287	7/10
4.8 GRX	795 100	190	425	9.9	190	17.7	424	7/10

EURO NCAP: \*\*\*\*\* L: 503/518cm W: 184/194cm H: 186cm  
Boot: 1 115 litres Fuel Tank: 135/175 litres

## GT-R

Cheap at twice the price, the GT-R is an uber-techy, violently capable, ruthlessly rapid speed machine. Just drive one.



	PRICE	1/100	1/100	0-100	km/h	L/100km	CO2	RATING
Premium Edition	1490 000	397	628	2.9	315	11.8	278	9/10
Black Edition	1542 000	397	628	2.9	315	11.8	278	9/10

EURO NCAP: n/a L: 467cm W: 190cm H: 137cm  
Boot: 315 litres Fuel Tank: 73 litres

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## Opel

### TopGear on Opel:

Regarded (alongside Ford) as perennial alternatives to Volkswagen and Toyota offerings, with excitement levels somewhere in between.

#### Adam

They called it the Adam. They should have called it the Cheryl. Cute, but short of panache. Blame it's upbringing.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.4	189 900	74	130	11.5	185	5.3	6/10
1.0T Jam	209 900	85	170	9.9	196	5.1	6/10
1.0T Glam	232 900	85	170	9.9	196	5.1	6/10

EURO NCAP: n/a L: 375cm W: 181cm H: 148cm  
Boot: 170-484 litres Fuel Tank: 35 litres

#### Corsa

Lovely little 1.0 litre turbo, very refined and vastly improved all around. Maybe it's time to get into an Opel after all?



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.0T Essentia	185 500	85	170	10.3	195	5.0	6/10
1.0T Enjoy	216 200	85	170	10.3	195	5.0	6/10
1.0T Cosmo	236 300	85	170	10.3	195	5.0	6/10
1.4 Enjoy auto	216 500	66	130	13.9	171	6.0	5/10

EURO NCAP: n/a L: 402cm W: 175cm H: 148cm  
Boot: 285-1120 litres Fuel Tank: 45 litres

#### Meriva

Mini-MPV with rear suicide doors to ease child installation and ejection of drunks. Like a taxi, minus the vomit.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.4 Turbo Enjoy	261 500	103	200	10.3	196	6.7	5/10

EURO NCAP: n/a L: 428cm W: 191cm H: 161cm  
Boot: 400 litres Fuel Tank: 54 litres

#### Mokka

Nice engine but not quite the Corsa crossover we hoped for. Noisy as a beehive over imperfect surfaces.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.4 Turbo Enjoy	288 500	103	200	9.8	195	6.0	5/10
1.4 Turbo Enjoy auto	296 500	103	200	10.7	191	6.6	5/10
1.4 Turbo Cosmo	325 500	103	200	9.8	195	6.0	5/10
1.4 Turbo Cosmo auto	335 500	103	200	10.7	191	6.6	5/10

EURO NCAP: n/a L: 428cm W: 176cm H: 166cm  
Boot: 356-785 litres Fuel Tank: 52 litres

#### Astra

Keep it simple with a 1.4 Turbo petrol. Watch the costs, though: like the Focus, this is no longer a cheap car.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
sedan 1.6 Essentia	264 200	85	155	11.9	188	6.6	5/10
sedan 1.4 Turbo Essentia	276 000	103	200	10.1	202	5.9	6/10
sedan 1.4 Turbo Enjoy	287 400	103	200	10.1	202	5.9	6/10
sedan 1.4 Turbo Enjoy auto	297 900	103	200	n/a	202	6.6	5/10
sedan 1.6 Turbo Cosmo	308 800	132	266	8.7	221	6.8	5/10
hatch 1.6 Essentia	264 200	85	155	11.7	188	5.9	5/10
hatch 1.4 Turbo Essentia	276 000	103	200	9.9	202	5.9	6/10
hatch 1.4 Turbo Enjoy	287 400	103	200	9.9	202	5.9	6/10
hatch 1.6 Turbo Sport	323 100	132	266	8.5	221	6.8	5/10
GTC 1.6 Turbo Sport	351 200	132	266	8.3	220	7.2	6/10
OPC	496 300	206	400	6.2	250	8.1	8/10

EURO NCAP: n/a L: 442/447/466cm W: 181/184cm  
H: 148/150/151cm Boot: 370/380/460 litres Fuel Tank: 45 litres

#### Vivaro

Massive. Massively ugly.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.9CDTi Enjoy	419 000	74	240	n/a	155	7.7	2/10

EURO NCAP: n/a L: 478cm W: 190cm H: 197cm  
Boot: 351/1216 litres Fuel Tank: 90 litres

## Peugeot

### TopGear on Peugeot:

Chassis-makers have rediscovered their mojo with 208 GTi and RCZ R, and the 308 is a sober revelation. Now do the Onyx, please.

#### 107

Tiny city car that marks Peugeot's take on the Citroën C1 and Toyota Aygo. Not exactly fun-packed, but cheap and cute.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.0 Urban	14 400	50	93	13.5	160	4.3	5/10
1.0 Trendy	15 300	50	93	13.5	160	4.3	5/10

EURO NCAP: n/a L: 343cm W: 163cm H: 147cm  
Boot: 139/751 litres Fuel Tank: 35 litres

#### 208

Congratulations Peugeot, it's only taken you 25 years to reimagine the 205. 208 is light, likeable and French. In a good way.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
3-door 1.0 Access	14 900	50	95	14.0	163	4.3	5/10
5-door 1.0 Access	16 800	50	95	14.0	163	4.3	5/10
5-door 1.2 Access	18 500	60	118	12.2	175	4.5	6/10
5-door 1.2 Active	20 900	60	118	12.2	175	4.5	6/10
5-door 1.6 HDi Active	22 300	68	230	10.9	165	3.8	9/10
5-door 1.6 Active auto	22 600	88	160	11.9	190	6.7	5/10
5-door 1.6 Allure	23 800	88	160	8.9	190	5.8	6/10
5-door 1.6 Allure auto	25 400	88	160	11.9	190	6.7	5/10
3-door GTi	30 900	147	275	6.8	230	5.9	7/10

EURO NCAP: n/a L: 396cm W: 172cm H: 146cm  
Boot: 285 litres Fuel Tank: 50 litres

#### 308

High-rise supermini that's increasingly popular in the wake of the Juke. A little mash-up which just about works.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.6 Active	24 900	88	160	9.5	196	5.9	5/10
1.6 Allure	27 700	88	160	9.5	196	5.9	5/10

EURO NCAP: n/a L: 416cm W: 174cm H: 156cm  
Boot: 360 litres Fuel Tank: 50 litres

#### 308

Well, knock us down with a feather, out of nowhere, Peugeot gives us a hatch that is good to drive. Gobs smacked.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.2T Active	27 500	81	205	11.1	188	4.6	7/10
1.2T GT Line	32 900	96	230	9.6	207	4.8	7/10

EURO NCAP: n/a L: 425cm W: 180cm H: 146cm  
Boot: 420-1228 litres Fuel Tank: 53 litres

#### 3008

Yet another odd crossover, this time based on the 308 chassis. Aimed at families.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.6 Access	28 900	88	160	13.3	n/a	6.7	5/10
1.6T Active	33 800	115	240	8.9	202	6.9	5/10
2.0 HDi Allure	47 300	120	340	10.2	190	6.1	5/10

EURO NCAP: n/a L: 437cm W: 184cm H: 164cm  
Boot: 432-1604 litres Fuel Tank: 60 litres

#### 508

Peugeot's replacement for the 407 is actually quite nice in an average sort of way. Facelifted.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.6T Active	38 700	115	240	8.6	222	6.4	6/10
1.6T Allure	40 800	115	240	9.2	220	7.1	6/10

EURO NCAP: n/a L: 479cm W: 185cm H: 155cm  
Boot: 497 litres Fuel Tank: 72 litres

## RCZ

Peugeot's stunning coupe marks a renaissance. Good-looking and fun to drive, tolerable value. Now go buy an Audi TT.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
1.6T	53 900	147	275	7.5	240	6.7	7/10
1.6T auto	54 200	115	240	8.4	213	7.3	7/10

EURO NCAP: n/a L: 423cm W: 185cm H: 136cm  
Boot: 309 litres Fuel Tank: 55 litres

## Porsche

### TopGear on Porsche:

Irritatingly great to drive, even when it's a 4x4. There's a reason every sports car is dubbed "911-fighter"...

#### Boxster

The best sports-roadster on sale, bar none. Don't go anywhere else if you can afford it. The S betters Jaguar's F-Type...



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
Boxster	78 000	195	280	5.7	262	7.9	8/10
S	82 400	232	360	5.0	277	8.2	9/10
GTS	94 800	243	370	4.9	279	8.2	9/10
Spyder	101 000	276	420	4.5	290	9.9	23/10

EURO NCAP: n/a L: 423cm W: 185cm H: 136cm  
Boot: 309 litres Fuel Tank: 55 litres

#### Cayman

The 911's poor relation? Only if you're a social climber. The Cayman is the purer, more satisfying driver's car.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
Cayman	78 300	202	290	5.6	264	7.9	8/10
S	88 000	239	370	4.9	281	8.2	9/10
GTS	102 800	250	380	4.8	283	8.2	9/10
GT4	136 800	283	420	4.4	295	10.3	23/10

EURO NCAP: n/a L: 438cm W: 180cm H: 129cm  
Boot: 425 litres Fuel Tank: 64 litres

#### Macan

Porsche's Range Rover Evoque is a tidy looker that has image by the bucket-load. Thus, soon to be seen everywhere...



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
S diesel	88 400	180	580	6.3	230	6.1	15/10
S	90 400	250	460	5.4	254	8.7	20/10
turbo	127 500	294	550	4.8	266	8.9	20/10

EURO NCAP: n/a L: 468/470cm W: 192cm H: 162cm  
Boot: 500-1500 litres Fuel Tank: 60/65/75 litres

#### Cayenne

Sporting SUV that's extremely capable and now slightly better to look at and no longer has a ride that does bad things to your spine.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
Cayenne	85 200	220	400	7.7	230	9.2	21/10
diesel	93 300	180	550	7.3	221	6.6	17/10
S	98 800	309	550	5.5	259	9.5	22/10
S e-hybrid	114 700	306e	590e	5.9	243	3.4	7/10
S diesel	116 500	283	650	5.4	252	8.0	20/10
GTS	176 000	324	600	5.2	262	9.8	22/10
turbo	177 900	382	750	4.5	279	11.2	26/10
turbo S	225 500	419	800	4.1	284	11.5	26/10

EURO NCAP: n/a L: 484cm W: 194cm H: 171cm  
Boot: 670/1780 litres

#### Panamera

Four-door, four-seat family Porsche. Very fast, quite hard to fall in love with apart from the rather outrageous GTS model.



	PRICE	kW	0-100	km/h	L/100km	CO2	RATING
Panamera	101 000	228	400	6.3	259	8.4	19/10
Panamera Edition	105 500	228	400	6.3	259	8.4	19/10

# What's your 2 year plan?





diesel	1039000	221	650	6.0	259	6.4	169	7/10
diesel Edition	1079000	221	650	6.0	259	6.4	169	7/10
4	1051000	228	400	6.1	257	8.7	203	7/10
4 Edition	1084000	228	400	6.1	257	8.7	203	7/10
5	1319000	309	520	6.1	287	8.7	204	8/10
S e-hybrid	1322000	306	530	5.5	270	3.1	71	7/10
4S	1356000	309	520	4.8	286	8.9	208	7/10
GTS	1525000	324	520	4.4	288	10.7	249	7/10
turbo	2184000	382	770	4.1	303	10.2	239	8/10
turbo S	2581000	419	800	3.8	310	10.2	239	8/10

EURO NCAP: n/a L: 497cm W: 193cm H: 142cm  
Boot: 445/1263 litres

## 911

Styling is evolutionary and cabin shared with Panamera, but this is Porsche proving it's the world's best sports car builder.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
Carrera coupé	1150000	257	390	4.6	287	8.2	191	9/10
Carrera 4 coupé	1277000	257	390	4.7	283	8.6	200	8/10
Carrera S coupé	1328000	294	440	4.3	302	8.7	202	9/10
Carrera 4S coupé	1434000	294	440	4.3	297	8.1	212	8/10
Carrera cabriolet	1300000	257	390	4.8	284	8.4	195	8/10
Carrera 4 cabriolet	1411000	257	390	4.9	280	8.7	202	8/10
Carrera S cabriolet	1456000	294	440	4.5	298	8.9	207	8/10
Carrera 4S cabriolet	1575000	294	440	4.5	294	8.2	214	9/10
Carrera GTS coupé	1484000	316	440	4.0	304	8.7	202	8/10
Carrera 4 GTS coupé	1587000	316	440	4.0	302	8.1	212	9/10
Carrera GTS cabriolet	1609000	316	440	4.2	302	8.9	207	8/10
Carrera 4 GTS cabriolet	1727000	316	440	4.2	301	9.2	214	9/10
targa 4	1411000	257	390	5.0	280	8.7	204	8/10
targa 4S	1575000	294	440	4.6	294	8.2	214	9/10
targa 4 GTS	1728000	316	440	4.3	301	9.2	214	9/10
GT3	2295000	350	440	3.5	315	12.4	299	9/10
GT3 RS	2771000	388	460	3.3	310	12.7	296	9/10
turbo coupé	2439000	383	660	3.2	315	9.7	227	9/10
turbo cabriolet	2565000	383	660	3.3	315	9.9	231	9/10
turbo S coupé	2890000	412	750	3.1	318	9.7	227	9/10
turbo S cabriolet	3072000	412	750	3.2	318	9.9	231	9/10

EURO NCAP: n/a L: 449cm W: 181cm H: 130cm  
Boot: 135 litres

## RENAULT

### TopGear on Renault:

Still a pervading sense of flimsiness about Renaults. We hope the ageing RS Mégane isn't the end of an era.

## Sandero

Far prettier than before, still spacious, indestructible and sold at a cheap price.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
66kW turbo Expression	129900	66	135	11.1	175	5.2	119	7/10
66kW turbo Dynamique	152900	66	135	11.1	175	5.2	119	7/10
Stepway 66kW turbo	174900	66	135	11.1	168	5.4	124	7/10

EURO NCAP: n/a L: 402cm W: 175cm H: 153/156cm  
Boot: 165/959 litres Fuel Tank: 50 litres

## Clio

A return to form for Renault. Clio 4 is good-looking and drives well. Just avoid the gutless lower-powered 55kW one.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
55kW Authentique	172900	55	107	15.4	167	5.5	127	6/10
66kW turbo Expression	199900	70	150	12.2	182	4.5	104	7/10
66kW turbo Dynamique	219900	70	150	12.2	182	4.5	104	7/10
66kW turbo GT-Line	229900	70	150	12.2	182	4.5	105	7/10
RS 200 Lux	309900	147	240	6.7	230	6.3	144	8/10
RS 200 Cup	339900	147	240	6.7	230	6.3	144	8/10

EURO NCAP: n/a L: 406cm W: 173cm H: 149cm  
Boot: 300/1146 litres Fuel Tank: 45 litres

## Duster

Simple, tenacious, high riding cross-over hatch. Gets James May fizzing properly.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
1.6 Expression	213900	75	145	11.5	165	7.5	180	7/10
1.6 Dynamique	229900	75	145	11.5	165	7.5	180	7/10
1.5dCi Dynamique	252900	80	240	11.8	171	5.0	137	8/10
1.5dCi Dynamique 4WD	269900	80	240	12.5	171	5.3	143	8/10

EURO NCAP: n/a L: 432cm W: 182cm H: 163cm  
Boot: 475 litres Fuel Tank: 50 litres

## Captur

Renault's take on Juke that's, perhaps unsurprisingly, more style than substance. Get a Clio instead.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
66kW turbo Expression	219900	66	135	12.9	171	4.9	115	6/10
66kW turbo Dynamique	238900	66	135	12.9	171	4.9	115	6/10
88kW turbo Dynamique auto	279900	88	190	10.9	192	5.4	125	6/10

EURO NCAP: n/a L: 432cm W: 182cm H: 163cm  
Boot: 475 litres Fuel Tank: 50 litres

## Fluence

Spacious and well-specced, but have you seen any of these on the road? We haven't.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
1.6 Expression	244900	82	151	11.5	185	6.8	155	6/10
2.0 Dynamique	289900	103	195	9.9	200	7.9	182	6/10
2.0 Dynamique auto	299900	103	195	10.1	195	7.7	178	6/10

EURO NCAP: n/a L: 470cm W: 181cm H: 145cm  
Boot: 450/1375 litres Fuel Tank: 66 litres

## Mégane

It's lost the fat arse, which is A Good Thing. Build quality is much improved, pace and driving are above average, too.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
hatch 81kW Dynamique	259900	81	151	10.5	190	6.9	159	7/10
hatch 97kW turbo GT Line	289900	97	225	9.7	200	5.4	124	6/10
hatch 162kW turbo GT	339900	162	340	7.6	240	7.3	169	6/10
coupé 81kW Dynamique	259900	81	151	10.5	190	6.9	159	7/10
coupé 97kW turbo GT Line	289900	97	225	9.7	200	5.4	124	6/10
coupé 162kW turbo GT	339900	162	340	7.6	240	7.3	169	6/10
RS Lux 265	389900	195	360	6.0	255	8.2	190	7/10

EURO NCAP: n/a L: 430/449cm W: 181cm H: 145cm  
Boot: 372/1162 litres Fuel Tank: 60 litres

## Kolens

Facelift features more spec and a new face, but this one looks just like a SsangYong Korando. And that's not good.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
2.5 Dynamique	339900	126	226	9.0	193	9.6	230	6/10
2.5 4x4 Dynamique	369900	126	226	9.3	190	9.9	237	6/10
2.5 4x4 Dynamique auto	399900	126	226	9.3	183	9.6	228	6/10

EURO NCAP: n/a L: 452cm W: 187cm H: 170cm  
Boot: 450-1380 litres Fuel Tank: 65 litres

## ROLLS-ROYCE

### TopGear on Rolls-Royce:

Wheeled pleasure-yachts that've seen off the challenge of Maybach, and offer more charm than Bentley.

## Ghost

A cut-price Rolls? Not really. Luxury still here by the decanter-load. And don't think it's 'small' - parking will still be a skilled process.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
Ghost	POA	420	780	4.9	250	14.0	327	8/10
Extended Wheelbase	POA	420	780	5.0	250	14.1	329	8/10

EURO NCAP: n/a L: 540/557cm W: 195cm H: 155cm  
Boot: 490 litres Fuel Tank: 83 litres

## Wraith

If the Grand Tourer still existed, this is how the aristocracy would get to Vienna. A majestic symbol of Britain.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
Wraith	POA	465	800	4.6	250	14.0	327	8/10

EURO NCAP: n/a L: 526cm W: 194cm H: 150cm  
Boot: 470 litres Fuel Tank: 82 litres

## Phantom

Luxury Brit land-yacht which manages to drive as well as it soothes. Opulence doesn't come much better than this.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
Phantom	POA	338	720	5.9	240	14.8	347	9/10
Extended Wheelbase	POA	338	720	6.1	240	14.9	349	9/10
Coupé	POA	338	720	5.8	250	14.8	347	9/10
Drophead Coupé	POA	338	720	5.8	240	14.8	347	9/10

EURO NCAP: n/a L: 584/609cm W: 199cm H: 164cm  
Boot: 460 litres Fuel Tank: 100 litres

## SMART

### TopGear on Smart:

Best-yet execution of a flawed idea. We'll have the cheaper, mechanically identical Twingo, thanks.

## fortwo

Tiny city car that you can park horizontally to the kerb. About as dynamic to drive as a pair of worn-out slippers.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
1.0 coupé mhd pure	214000	52	92	13.7	145	4.3	97	5/10
1.0 coupé mhd pulse	232000	52	92	13.7	145	4.3	98	5/10
1.0t cabrio passion	249000	62	120	10.7	145	4.9	115	5/10

EURO NCAP: n/a L: 270cm W: 156cm H: 154cm  
Boot: 220/340 litres Fuel Tank: 33 litres

## SSANGYONG

### SSANGYONG

### TopGear on Ssangyong:

Still mired where the rest of the Koreans languished decades ago. Very cheap, for very good reason.

## Korando

Korando offers OK off-road performance, and little else. Has a mountain to climb if it wants to compete against the other Korean SUVs.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
2.0	279995	110	197	n/a	n/a	7.5	175	3/10
2.0 high	299995	110	197	n/a	n/a	7.5	175	3/10
D20T high	339995	129	360	10.0	179	6.1	159	5/10
D20T high auto	354995	129	360	n/a	179	7.3	194	5/10
D20T 4x4 Deluxe	394995	129	360	n/a	179	7.5	199	5/10

EURO NCAP: n/a L: 441cm W: 183cm H: 168cm  
Boot: 486 litres Fuel Tank: 57 litres

## Activon

Gets the vote along with the Fiat Multipla for being one of the ugliest vehicles ever made.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
2.3 4x4 high	289995	110	214	n/a	161	12.4	293	2/10
2.0D high	309995	114	360	n/a	163	7.4	196	2/10
2.0D 4x4 Deluxe	359995	114	360	n/a	163	7.5	199	2/10

EURO NCAP: n/a L: 499cm W: 191cm H: 179cm  
Boot: n/a litres Fuel Tank: 75 litres

# The Audi A4 with a 2 year Guaranteed Future Value at only R 4 999 p.m.



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## REXTON

It looks better. But the Rexton's always been exceptionally aesthetically challenged, so it's not saying much, now...



	PRICE	kW	0-100	100km/h	CO2	RATING
RX270XDi	384 995	121	340	n/a	177	8.6 228 3/10
RX270XDi Deluxe	449 995	121	340	n/a	170	9.0 242 3/10

EURO NCAP: n/a L: 476cm W: 190cm H: 184cm  
Boot: 1524 litres Fuel Tank: 80 litres

## SUBARU

### TopGear on Subaru:

Ex-WRC legend rebuilding its brand with chunky, rugged 4x4s. Rally heritage lives on in old-skool WRX.

## XV

Can't afford a design team?



	PRICE	kW	0-100	100km/h	CO2	RATING
2.0i	319 900	110	196	10.5	187	8.0 189 5/10
2.0i auto	331 300	110	196	10.7	187	7.9 187 5/10
2.0i S auto	369 900	110	196	10.7	187	7.9 187 5/10

EURO NCAP: n/a L: 445cm W: 178cm H: 162cm  
Boot: 310 litres Fuel Tank: 60 litres

## Forester

Lacks school run glam, but that's not the point - this is rugged transport. Pity the 177kW XT Turbo is so ignorable.



	PRICE	kW	0-100	100km/h	CO2	RATING
2.0 X	349 000	110	198	10.6	190	7.2 168 6/10
2.5 X	385 300	126	235	9.9	196	8.1 187 5/10
2.5 XS	419 200	126	235	9.9	196	8.1 187 5/10
2.5 XS Premium	462 500	126	235	9.9	196	8.1 187 5/10
2.0 XT	539 300	177	350	7.5	210	8.5 197 6/10

EURO NCAP: n/a L: 460cm W: 180cm H: 174cm  
Boot: 505-1564/488-1557 litres Fuel Tank: 60 litres

## BRZ

An almost entirely excellent coupe from Subaru. Small, sharp and not at all like an Impreza. In a good way.



	PRICE	kW	0-100	100km/h	CO2	RATING
2.0	399 000	154	205	7.6	226	7.8 181 5/10
2.0 auto	409 000	154	205	8.2	210	7.1 164 8/10

EURO NCAP: n/a L: 424cm W: 178cm H: 130cm  
Boot: 243 litres Fuel Tank: 50 litres

## Outback

More of the unfashionable same from Subaru, but that's what the owners love. New one is handily sized, very capable.



	PRICE	kW	0-100	100km/h	CO2	RATING
2.5i-S Premium	479 000	129	235	10.2	n/a	7.3 167 5/10
2.0D Premium	529 000	110	350	9.9	n/a	6.3 165 6/10
3.6 R S Premium	529 000	191	350	7.6	n/a	9.9 230 5/10

EURO NCAP: n/a L: 482cm W: 184cm H: 168cm  
Boot: 512-1801 litres Fuel Tank: 60 litres

## Legacy

Heroically pointless. Naturally aspirated 3.6-litre flat-six has novelty appeal for those too poor to afford any of the 911s.



	PRICE	kW	0-100	100km/h	CO2	RATING
3.6 R S Premium	529 000	191	350	7.2	n/a	9.9 230 5/10

EURO NCAP: n/a L: 480cm W: 184cm H: 150cm  
Boot: 506 litres Fuel Tank: 60 litres

## WRX

Now that the Evo is dead, the WRX grows up and becomes a lot easier to live with. Boy racers everywhere throw a tantrum



	PRICE	kW	0-100	100km/h	CO2	RATING
WRX Premium	478 400	197	350	6.0	215	9.2 213 6/10
WRX Premium auto	495 000	197	350	6.3	240	8.6 199 6/10
WRX STI Premium	629 000	221	407	5.2	255	10.4 242 8/10

EURO NCAP: n/a L: 460cm W: 180cm H: 148cm  
Boot: 460 litres Fuel Tank: 60 litres

## SUZUKI

### TopGear on Suzuki:

Bizarre Addams family of geriatric hatches, cash-cow crossovers and the mind-scrambling GT-R freak show.

## Celerio

Alto replacement has a bigger boot, 31mm more and an auto option for those of weak left hip. Big in India.



	PRICE	kW	0-100	100km/h	CO2	RATING
1.0 GA	109 900	50	90	14.0	155	4.7 110 5/10
1.0 GL	124 900	50	90	14.0	155	4.7 110 5/10
1.0 GL auto	135 900	50	90	14.0	155	4.8 108 5/10

EURO NCAP: n/a L: 360cm W: 160cm H: 156cm  
Boot: 235-1034 litres Fuel Tank: 35 litres

## Splash

The Suzuki Splash is a lot better than the old Wagon R+, but it's still an unnecessarily boxy answer to the small-car question.



	PRICE	kW	0-100	100km/h	CO2	RATING
1.2 GA	127 400	63	113	12.3	160	5.6 133 5/10
1.2 GL	137 400	63	113	12.3	160	5.6 133 5/10
1.2 GL auto	152 400	63	113	n/a	160	6.4 150 5/10

EURO NCAP: n/a L: 378cm W: 168cm H: 162cm  
Boot: 236-462 litres Fuel Tank: 43 litres

## Swift

By not trying too hard, this no-nonsense supermini succeeds in being really rather good.



	PRICE	kW	0-100	100km/h	CO2	RATING
hatch 1.2 GA	131 900	63	113	12.6	160	5.3 125 5/10
hatch 1.2 GL	143 900	63	113	12.6	160	5.3 125 5/10
hatch 1.2 GL auto	158 900	63	113	n/a	160	5.8 137 5/10
DZire sedan 1.2 GA	133 900	63	113	12.6	160	5.2 122 5/10
DZire sedan 1.2 GL	145 900	63	113	12.6	160	5.2 122 5/10
DZire sedan 1.2 GL auto	160 900	63	113	n/a	160	5.9 139 6/10
hatch 1.4 GLS	198 900	70	130	10.9	170	5.5 132 6/10
hatch 1.4 GLS auto	213 900	70	130	12.3	165	6.2 147 6/10
hatch 1.6 Sport	236 900	100	160	8.7	195	6.5 153 7/10

EURO NCAP: n/a L: 385cm W: 170cm H: 151cm  
Boot: 213/562 litres Fuel Tank: 45 litres

## Ciaz

It's a bit bigger than a Swift sedan, but then that's not saying much. And then there's the silly name. Move along.



	PRICE	kW	0-100	100km/h	CO2	RATING
1.4 GL	179 900	70	130	n/a	n/a	5.4 125 n/d
1.4 GLX	199 900	70	130	n/a	n/a	5.4 125 n/d
1.4 GLX auto	214 900	70	130	n/a	n/a	5.5 131 n/d

EURO NCAP: n/a L: 449cm W: 173cm H: 148cm  
Boot: 495 litres Fuel Tank: 43 litres

## Erlica

Think of it as Suzuki's rival to the Toyota Avanza and you've got it. But do you want it?



	PRICE	kW	0-100	100km/h	CO2	RATING
1.4 GA	180 800	70	130	n/a	n/a	6.6 156 5/10
1.4 GL	180 800	70	130	n/a	n/a	6.6 156 5/10
1.4 GL auto	195 800	70	130	n/a	n/a	6.6 156 4/10
1.4 GLX	193 800	70	130	n/a	n/a	6.6 156 5/10
1.4 GLX auto	208 800	70	130	n/a	n/a	6.6 156 4/10

EURO NCAP: n/a L: 367cm W: 165cm H: 171cm  
Boot: 113/286 litres Fuel Tank: 40 litres

## Jimny

They still make this? Mini 'jeep' is a throwback to the '90s. Rather capable, mind you.



	PRICE	kW	0-100	100km/h	CO2	RATING
1.3	224 900	63	110	14.1	140	7.2 171 6/10
1.3 auto	239 900	63	110	17.2	135	7.6 181 6/10

EURO NCAP: n/a L: 367cm W: 165cm H: 171cm  
Boot: 113/286 litres Fuel Tank: 40 litres

## SX4

All new take on Suzuki's tenacious tyke. Pricy now.



	PRICE	kW	0-100	100km/h	CO2	RATING
1.6 GL	265 900	86	156	11.0	179	5.8 137 5/10
1.6 GLX	295 900	86	156	11.0	179	5.8 137 6/10
1.6 GLX auto	318 900	86	156	12.4	169	5.8 137 6/10
1.6 GLX AllGrip	318 900	86	156	12.0	174	6.2 146 6/10
1.6 GLX AllGrip auto	341 900	86	156	13.5	164	6.2 146 6/10

EURO NCAP: n/a L: 430cm W: 177cm H: 159cm  
Boot: 430-1269 litres Fuel Tank: 47 litres

## Kizashi

Can a pretty car with an impressive name convince buyers to pay this much for a humble Suzuki?



	PRICE	kW	0-100	100km/h	CO2	RATING
2.4 SDLX	333 900	131	230	7.8	215	7.9 186 6/10
2.4 SDLX auto	349 900	131	230	8.8	205	7.9 187 5/10

EURO NCAP: n/a L: 465cm W: 181cm H: 148cm  
Boot: n/a litres Fuel Tank: 63 litres

## Grand Vitara

Looks like an off-roader but doesn't go like one, or feel as well-built as it should. Would rarely top your shopping list. Low range helps, though.



	PRICE	kW	0-100	100km/h	CO2	RATING
2.4 Dune	325 900	122	225	11.7	180	8.9 212 3/10
2.4 Dune auto	340 900	122	225	12.0	170	9.9 234 4/10
2.4 Summit	395 900	122	225	11.7	180	8.9 212 5/10
2.4 Summit auto	411 900	122	225	12.0	170	9.9 234 4/10

EURO NCAP: n/a L: 450cm W: 181cm H: 170cm  
Boot: 398/758 litres Fuel Tank: 66 litres

## TATA

### TopGear on Tata:

Conceived in a country where the traffic is designed to kill you, for people who have only recently upgraded from scooters.

## Indica

Nothing quite says 'I'm poor' like driving an Indica. Cheap and light-years from cheerful.



	PRICE	kW	0-100	100km/h	CO2	RATING
1.4 LGi	113 995	55	110	12.8	155	7.4 168 2/10
1.4 LGi Sport	117 995	55	110	12.8	155	7.4 168 2/10


EURO NCAP: n/a L: 368cm W: 167cm H: 149cm  
Boot: 610 litres Fuel Tank: 37 litres

# What's your 2 year plan?






**Vista**  
Oh, what's this? Max my Indica? At this price you can do a LOT better.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
1.4 Inl Bounce	129 995	55	114	14.0	150	6.7	159	3/10
1.4 Aura	142 995	55	114	14.0	150	6.7	159	3/10
1.4 Ignis	150 495	66	116	13.5	155	6.7	157	3/10

**EURO NCAP: n/a L: 380cm W: 170cm H: 155cm**  
Boot: n/a litres Fuel Tank: 44 litres


**Manza**  
Four-door transport from the sub-continent. Says it all, really. No free cricket paraphernalia included.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
1.4 Inl	144 995	66	116	13.5	155	6.4	151	3/10
1.4 Ignis	162 995	66	116	13.5	155	6.4	151	3/10

**EURO NCAP: n/a L: 441cm W: 170cm H: 155cm**  
Boot: 460 litres Fuel Tank: 44 litres

**Xenon**  
A bit more flash than a Mahindra Scorpio Pick-Up and might just get you laid in Mumbai.




	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
3.0L Fleetline	159 995	85	300	n/a	143	10.0	264	4/10
3.0L DLE double cab	182 995	85	300	n/a	143	10.0	264	4/10
XT 2.2L	204 995	110	320	n/a	160	9.0	260	4/10
XT 2.2L 4x4	284 995	110	320	n/a	160	9.0	260	4/10
XT 2.2L double cab	254 995	110	320	n/a	160	9.0	260	4/10
XT 2.2L double cab 4x4	284 995	110	320	n/a	160	n/a	n/a	4/10

**EURO NCAP: n/a L: 480/513cm W: 186cm H: 177cm**  
Boot: n/a litres Fuel Tank: 65 litres

**TOYOTA**  
**TopGear on Toyota:**  
Maker of many boring things. And the 86. Which is so good, it almost makes up for the rest of the range.


**Elios**  
Think of it as an Indian-built, reincarnated Taz, with a willing, unsophisticated and unbreakable engine. Horrid design.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
hatch 1.5 Xi	134 900	66	132	11.3	165	6.0	140	3/10
hatch 1.5 Xs	143 600	66	132	11.3	165	6.0	140	3/10
sedan 1.5 Xi	141 100	66	132	11.3	165	5.9	136	3/10
sedan 1.5 Xs	150 000	66	132	11.3	165	5.9	138	3/10
Cross 1.5 Xs	164 700	66	132	11.3	165	6.0	138	4/10

**EURO NCAP: n/a L: 378/427cm W: 170cm H: 151cm**  
Boot: 251/595 litres Fuel Tank: 45 litres


**Varis**  
A key car for Toyota in Europe. The engine choice is reasonable, the Hybrid is OK, but it's not as clever as it used to be.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
1.0	169 300	51	95	15.3	155	5.0	117	6/10
1.3	194 800	73	125	11.7	175	5.6	131	6/10
1.3 auto	207 000	73	125	12.6	175	5.5	127	6/10
Hybrid	277 000	74e	111+e	11.8	165	3.6	82	6/10

**EURO NCAP: n/a L: 389cm W: 170cm H: 151cm**  
Boot: 347/768 litres Fuel Tank: 42 litres

**Avanza**  
Seven-seat cardboard box on wheels. Like an East German weightlifter - not pretty, but effective.




	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
1.3 S	182 100	67	117	n/a	n/a	7.2	172	3/10
1.3 SX	196 800	67	117	n/a	n/a	7.2	172	3/10
1.5 SX	204 500	76	136	n/a	n/a	7.7	183	3/10

	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
1.5 SX auto	220 700	76	136	n/a	n/a	7.6	182	3/10
1.5 TX	234 900	76	136	n/a	n/a	7.7	183	3/10

**EURO NCAP: n/a L: 414cm W: 166cm H: 170cm**  
Boot: n/a litres Fuel Tank: 45 litres


**Corolla Quest**  
Here is last year's Corolla for B Segment money. Smart.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
1.6	183 900	90	154	10.5	185	6.6	157	n/d
1.6 auto	199 900	90	154	11.1	185	6.3	150	n/d
1.6 Plus	199 900	90	154	10.5	185	6.6	157	n/d

**EURO NCAP: n/a L: 455cm W: 176cm H: 147cm**  
Boot: 450 litres Fuel Tank: 55 litres


**Corolla**  
New Corolla is a return to form for Toyota. Funnish. Capable. Tis the return of the white-collar king.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
1.3 Esteem	228 000	73	128	12.6	180	6.0	139	5/10
1.3 Prestige	247 200	73	128	12.6	180	6.0	139	5/10
1.4D-4D Esteem	257 400	66	205	12.5	180	4.5	119	6/10
1.4D-4D Prestige	270 400	66	205	12.5	180	4.5	119	6/10
1.6 Esteem	238 700	90	154	10.5	195	6.6	157	5/10
1.6 Prestige	258 700	90	154	10.5	195	6.6	157	5/10
1.6 Prestige auto	268 400	90	154	11.1	185	6.3	150	5/10
1.6 Sprinter	264 100	90	154	10.5	195	6.6	157	5/10
1.8 Prestige	267 400	103	173	n/a	n/a	7.0	165	6/10
1.8 Exclusive	289 600	103	173	n/a	n/a	7.0	165	6/10
1.8 Exclusive auto	301 900	103	173	10.2	195	6.4	152	6/10

**EURO NCAP: n/a L: 462cm W: 176cm H: 147cm**  
Boot: 452 litres Fuel Tank: 55 litres


**Auris**  
Many still yearn for a spiritual successor to the RunX. New is Auris better than the previous one. Looks sharper but lacks identity.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
1.3 X	217 900	73	128	12.6	n/a	5.8	134	5/10
1.6 Xi	242 900	97	160	10.0	n/a	6.2	145	5/10
1.6 XS	255 200	97	160	10.0	n/a	6.2	145	5/10
1.6 XR	282 600	97	160	10.0	n/a	6.2	145	5/10
1.6 XR auto	296 400	97	160	11.0	n/a	6.1	143	5/10
XR HSD	361 800	100	142+e	10.9	n/a	3.9	91	6/10

**EURO NCAP: n/a L: 428cm W: 176cm H: 146cm Boot: 360 litres Fuel Tank: 42 litres**


**Innova**  
Next best choice after the SsangYong Stavic for large families and rural entrepreneurs.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
2.7 8 seater	292 900	118	241	n/a	n/a	11.2	265	4/10
2.7 7 seater	311 400	118	241	n/a	n/a	11.2	265	4/10

**EURO NCAP: n/a L: 459cm W: 178cm H: 175cm**  
Boot: n/a litres Fuel Tank: 65 litres


**86**  
The best Toyota in donkeys (with a nod of thanks to Subaru). Light and lithe coupe proves that 147kW will suffice.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
2.0 standard	334 600	147	205	7.6	226	7.8	181	9/10
2.0 high	376 300	147	205	7.6	226	7.8	181	9/10
2.0 high auto	395 300	147	205	8.2	210	7.1	164	9/10

**EURO NCAP: n/a L: 424cm W: 178cm H: 129cm**  
Boot: 243 litres Fuel Tank: 50 litres

**Hilux**  
The champion of Africa. Ideal for driving taxis off the road, towing your speedboat, or helping the girl next door to move house.



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
2.0	212 600	100	182	n/a	170	n/a	n/a	7/10
2.0 S	219 200	100	182	n/a	170	n/a	n/a	7/10
2.5D-4D	242 100	75	200	n/a	150	n/a	n/a	7/10
2.5D-4D S	248 000	75	200	n/a	150	n/a	n/a	7/10
2.5D-4D SRX	296 200	75	260	n/a	150	n/a	n/a	7/10
2.5D-4D 4x4 SRX	354 200	75	260	n/a	150	n/a	n/a	7/10
3.0D-4D Raider Legend 45	310 800	118	241	n/a	170	n/a	n/a	7/10
2.7 Raider Dakar	315 100	118	241	n/a	170	n/a	n/a	7/10
3.0D-4D Raider Legend 45	357 300	120	343	n/a	170	n/a	n/a	7/10
3.0D-4D 4x4 Raider Legend 45	415 300	120	343	n/a	170	n/a	n/a	7/10
3.0D-4D Raider Dakar	361 600	120	343	n/a	170	n/a	n/a	7/10
3.0D-4D 4x4 Raider Dakar	419 600	120	343	n/a	170	n/a	n/a	7/10

**Xtracab**


	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
2.5D-4D SRX	309 300	75	260	n/a	150	n/a	n/a	7/10
3.0D-4D Raider Legend 45	387 600	120	343	n/a	170	n/a	n/a	7/10
3.0D-4D 4x4 Raider Legend 45	445 600	120	343	n/a	170	n/a	n/a	7/10
3.0D-4D Raider Dakar	393 100	120	343	n/a	170	n/a	n/a	7/10
3.0D-4D 4x4 Raider Dakar	451 400	120	343	n/a	170	n/a	n/a	7/10

**double cab**

	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
2.7 Raider Legend 45	391 300	118	241	n/a	170	10.8	257	7/10
2.7 Raider Dakar	398 700	118	241	n/a	170	10.8	257	7/10
2.5D-4D 4x4 SRX	413 000	75	260	n/a	150	8.7	229	7/10
2.5D-4D Raider Legend 45	426 400	106	343	n/a	150	8.0	211	7/10
2.5D-4D Raider Dakar	431 800	106	343	n/a	150	8.0	211	7/10
3.0D-4D Raider Legend 45	453 800	120	343	n/a	170	8.6	226	7/10
3.0D-4D Raider Legend 45 auto	467 900	120	343	n/a	170	9.7	257	7/10
3.0D-4D Raider Dakar	459 200	120	343	n/a	170	8.6	226	7/10
3.0D-4D Raider Dakar auto	473 300	120	343	n/a	170	9.7	257	7/10
3.0D-4D 4x4 Raider Legend 45	513 000	120	343	n/a	170	8.6	226	7/10
3.0D-4D 4x4 Raider Legend 45 auto	527 900	120	343	n/a	175	9.7	257	7/10
3.0D-4D 4x4 Raider Dakar	518 400	120	343	n/a	170	8.6	226	7/10
3.0D-4D 4x4 Raider Dakar auto	532 700	120	343	n/a	175	9.7	257	7/10
4.0 V6 Raider Legend 45	467 100	175	376	n/a	180	12.0	286	7/10
4.0 V6 4x4 Raider Legend 45	552 800	175	376	n/a	180	12.0	286	7/10
4.0 V6 Raider Dakar	472 500	175	376	n/a	180	12.0	286	7/10
4.0 V6 4x4 Raider Dakar	558 200	175	376	n/a	180	12.0	286	7/10

**EURO NCAP: n/a L: 514/526cm W: 176/184cm**  
H: 172/186cm Boot: n/a litres


**RAV4**  
The latest RAV4 is crisper and sharper than before. But it's still not as funky as it used to be. Where did the fun go, Toyota?



	PRICE	kW	litres	0-100	km/h	L/100km	CO2	RATING
2.0 GX	310 800	107	187	n/a	n/a	7.7	179	6/10
2.0 GX auto	321 600	107	187	n/a	n/a	7.4	173	6/10
2.2D-4D AWD GX	390 400	110	340	n/a	n/a	5.8	149	7/10
2.2D-4D AWD VX	470 200	110	340	n/a	n/a	6.5	172	7/10
2.5 AWD VX	440 800	132	233	n/a	n/a	8.5	199	7/10

**EURO NCAP: n/a L: 471cm W: 182cm H: 169cm**  
Boot: 586/1 469 litres Fuel Tank: 57 litres

**Fortuner**  
Built on the Chuck Norris-like Hilux platform, it's one of SA's favourites. Facelifted with extra bling, which sadly isn't optional.



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## Prius

The iconic hybrid is now more gadgety than ever. Clever, clean and economical, especially when it comes to emissions tax.



	PRICE	VW	Non	0-100	km/h	L/100km	CO2	RATING
HSD Exclusive	436 700	100	142+e	10.4	180	4.1	94	5/10

EURO NCAP: ••••• L: 448cm W: 175cm H: 151cm  
Boot: 445 litres Fuel Tank: 45 litres

## Land Cruiser 70 Series

It's a tank in every conceivable way, and that's why we love it. Truly capable and indestructible.



	PRICE	VW	Non	0-100	km/h	L/100km	CO2	RATING
79 4.0 V6	473 500	170	360	12.6	165	n/a	n/a	6/10
79 4.2D	503 700	96	285	18.0	140	n/a	n/a	7/10
79 4.5D-4D LX V8	576 300	151	430	n/a	160	11.6	306	8/10
79 4.0 V6 double cab	535 400	170	360	12.6	165	13.6	320	7/10
79 4.2D double cab	561 600	96	285	18.0	140	13.0	343	7/10
79 4.5D-4D LX V8 double cab	630 600	151	430	n/a	160	11.6	306	8/10
78 4.2D wagon	548 600	96	285	18.0	145	11.9	314	7/10
76 4.2D station wagon	574 400	96	285	18.0	150	11.6	306	7/10
76 4.5D-4D LX V8 station wagon	644 900	151	430	n/a	160	11.6	306	8/10

EURO NCAP: n/a L: 476/499/501cm W: 177/187cm  
H: 194/211cm Boot: n/a litres Fuel Tank: 130/180 litres

## FJ Cruiser

Old school meets new world in a retro-modern remake. Pity about the zero-option engine and transmission.



	PRICE	VW	Non	0-100	km/h	L/100km	CO2	RATING
FJ Cruiser	513 900	200	380	7.6	175	11.4	267	6/10
FJ Sport Cruiser	539 400	200	380	7.6	175	11.4	267	6/10

EURO NCAP: n/a L: 467cm W: 191cm H: 183cm  
Boot: 990 litres Fuel Tank: 72 litres

## Land Cruiser Prado

Equally happy in the hands of both retired farmers and desperate housewives. An odd match if ever there was one.



	PRICE	VW	Non	0-100	km/h	L/100km	CO2	RATING
4.0 TX	674 300	202	381	9.2	180	11.3	266	6/10
3.0D TX	684 700	120	400	11.7	175	8.5	224	6/10
4.0 VX	776 600	202	381	9.2	180	11.3	266	7/10
3.0D VX	781 000	120	400	11.7	175	8.5	224	7/10

EURO NCAP: n/a L: 493cm W: 189cm H: 188cm  
Boot: 974 litres Fuel Tank: 150 litres

## Land Cruiser 200

This is the South African farmer's S-Class.



	PRICE	VW	Non	0-100	km/h	L/100km	CO2	RATING
4.6 V8 VX	1 069 100	227	439	n/a	n/a	13.9	327	6/10
4.5D 4D VX	1 097 800	173	615	8.6	210	10.3	273	7/10

EURO NCAP: n/a L: 495cm W: 197cm H: 191cm  
Boot: 1276 litres Fuel Tank: 93 litres

## VOLKSWAGEN

### TopGear on Volkswagen:

Quietly brilliant, thoroughly deserving of every accolade heaped its way. Up and Golf particular highlights.

### Up!

Finally a VW city car you can win to own. Neat styling and packaging to shame Ikea's finest, we like the Up. A lot.



	PRICE	VW	Non	0-100	km/h	L/100km	CO2	RATING
Take up! 1.0	135 900	55	95	13.2	171	4.7	108	8/10
Move up! 1.0	143 000	55	95	13.2	171	4.7	108	8/10

EURO NCAP: ••••• L: 354cm W: 164cm  
H: 149cm Boot: 251/951 litres Fuel Tank: 35 litres

## Polo Vivo

VW's take on the sub-compact market. Brand equity beats value and spec. Consider carefully before signing.



	PRICE	VW	Non	0-100	km/h	L/100km	CO2	RATING
hatch 1.4 Conceptline	144 900	55	132	12.9	171	6.2	147	6/10
hatch 1.4 Blueline	149 900	55	126	13.5	171	5.8	138	5/10
hatch 1.4 Trendline	159 600	63	132	12.2	177	6.2	147	5/10
hatch 1.4 Trendline auto	175 600	63	132	17.5	174	6.9	163	5/10
hatch 1.6 Comfortline	172 500	77	155	10.6	187	6.6	156	5/10
hatch 1.6 GT	178 300	77	155	10.6	187	6.6	157	4/10
Maxx 1.6	182 000	77	155	10.6	187	6.6	157	5/10
sedan 1.4 Conceptline	151 000	55	132	12.9	171	6.2	147	5/10
sedan 1.4 Blueline	156 000	55	126	13.5	171	5.8	138	5/10
sedan 1.4 Trendline	165 600	63	132	12.2	177	6.2	147	5/10
sedan 1.4 Trendline auto	181 600	63	132	17.5	174	6.9	163	5/10
sedan 1.6 Trendline	171 100	77	155	10.6	187	6.6	156	5/10
sedan 1.6 Comfortline	178 600	77	155	10.6	187	6.6	156	5/10

EURO NCAP: ••••• L: 392/412cm W: 165cm  
H: 147/150cm Boot: 635/737 litres Fuel Tank: 45 litres

## Polo

It's the Golf's mini-me – safe and solid, but lacking soul. But what do you want: party tricks, or something sensible to take to the shops?



	PRICE	VW	Non	0-100	km/h	L/100km	CO2	RATING
sedan 1.4 Trendline	194 600	63	132	12.8	178	5.9	139	6/10
sedan 1.4 Comfortline	210 100	63	132	12.8	178	5.9	139	6/10
sedan 1.4 Trendline	217 700	77	155	11.1	190	6.0	143	6/10
sedan 1.6 Comfortline	231 200	77	155	11.1	190	6.0	143	6/10
sedan 1.6 Comfortline auto	246 200	77	155	12.3	187	6.5	154	6/10
sedan 1.6TDI Comfortline	258 300	77	250	10.7	187	4.6	120	6/10
hatch 1.2TSI Trendline	199 900	66	160	10.8	184	4.9	117	7/10
hatch 1.2TSI Comfortline	223 700	66	160	10.8	184	4.9	117	7/10
hatch 1.2TSI Highline	244 300	81	175	9.3	196	5.1	120	7/10
hatch 1.2TSI Highline auto	259 800	81	175	9.3	196	5.1	122	7/10
hatch 1.2TDI BlueMotion	233 500	55	180	13.9	173	3.4	89	7/10
Cross Polo 1.2TSI	252 300	81	175	9.8	190	5.3	125	6/10
GTI	326 400	141	250	6.7	236	5.6	129	7/10

EURO NCAP: ••••• L: 397/438cm W: 168/170cm  
H: 146/149cm Boot: 454/952 litres Fuel Tank: 45/55 litres

## Caddy

Not the prettiest, but certainly practical. Needs all-wheel drive and a 188kW engine to maximise its potential. Really, CaddyR must happen.



	PRICE	VW	Non	0-100	km/h	L/100km	CO2	RATING
1.6 Trendline	300 400	75	148	13.7	164	8.2	195	5/10
2.0TDI Trendline	319 500	81	250	12.4	170	5.7	149	5/10
Cross Caddy 2.0TDI	340 600	81	250	12.4	170	5.7	149	5/10
2.0TDI Maxi Trendline	337 500	81	250	12.8	170	5.8	152	5/10
2.0TDI Maxi Trendline auto	365 300	103	320	10.9	186	6.3	166	5/10

EURO NCAP: n/a L: 441/488cm W: 179cm H: 183cm  
Boot: 3030/3880 litres Fuel Tank: 60 litres

## Jetta

Apologies, we're struggling to stay awake with this one. The Jetta is VW's Golf-based saloon, and is so boring it makes PWC's AGM look interesting.



	PRICE	VW	Non	0-100	km/h	L/100km	CO2	RATING
1.2TSI Trendline	259 900	77	175	10.9	190	5.7	134	5/10
1.4TSI Trendline	277 400	90	200	9.8	202	6.2	144	5/10
1.4TSI Comfortline	292 400	90	200	9.8	202	6.2	144	5/10
1.4TSI Comfortline auto	308 400	90	200	9.8	202	6.0	138	5/10
1.6TDI Comfortline	307 700	77	250	11.7	190	4.5	119	5/10
1.6TDI Comfortline auto	323 700	77	250	11.7	190	4.7	123	5/10
1.4TSI Highline auto	335 600	118	240	8.3	221	6.0	139	5/10
2.0TDI Highline auto	380 900	103	320	9.5	208	5.3	138	5/10

EURO NCAP: n/a L: 464cm W: 177cm H: 148cm  
Boot: 510 litres Fuel Tank: 55 litres

## Beetle

A sportier Beetle? Does that make this a cockroach? Never mind, the retro VW now has a smattering of driving appeal.



	PRICE	VW	Non	0-100	km/h	L/100km	CO2	RATING
1.2TSI Design	280 500	77	175	10.9	180	5.9	137	5/10
1.4TSI Sport	347 500	118	240	8.3	208	6.6	153	5/10
1.4TSI Sport auto	363 000	118	240	8.3	207	6.2	143	5/10

EURO NCAP: n/a L: 428cm W: 181cm H: 149cm  
Boot: 310/905 litres Fuel Tank: 55 litres

## Golf

The best, done better than ever. You need no other hatchback. So don't waste your time looking, spend it haggling with the salesman instead.



	PRICE	VW	Non	0-100	km/h	L/100km	CO2	RATING
1.2TSI Trendline	271 600	77	175	10.2	192	4.9	114	8/10
1.4TSI Trendline	287 500	90	200	9.3	203	5.2	123	8/10
1.4TSI Comfortline	308 000	90	200	9.3	203	5.2	123	8/10
1.4TSI Comfortline auto	323 500	90	200	9.3	203	5.0	119	8/10
2.0TDI Comfortline	327 500	81	250	10.5	190	4.6	120	8/10
1.4TSI Highline	333 000	103	250	8.4	212	5.3	121	8/10
2.0TDI Highline	377 900	110	320	8.6	212	4.5	119	8/10
cabriolet 1.4TSI Comfortline	344 000	90	200	10.5	187	6.4	149	6/10
cabriolet 1.4TSI Comfortline auto	359 500	90	200	10.5	187	6.3	147	6/10
cabriolet 1.4TSI Highline auto	407 500	118	240	8.4	216	6.3	148	7/10
GTI	412 300	162	350	6.5	246	6.0	139	8/10
GTI auto	427 800	162	350	6.5	244	6.4	148	8/10
GTI Performance auto	447 800	169	350	6.4	248	6.4	149	8/10
GTI cabriolet	456 500	155	280	7.3	235	7.7	180	7/10
R	510 400	206	380	5.0	250	7.1	185	8/10
R auto	525 900	206	380	5.2	250	6.9	159	7/10

EURO NCAP: N/A L: 426cm W: 178/180cm H: 141/145cm  
Boot: 250/380 litres Fuel Tank: 50/55 litres

## Golf SV

Here, unlike elsewhere in the Volkswagen universe, SV does not stand for Super Veloce. More like Slightly Voluminous



	PRICE	VW	Non	0-100	km/h	L/100km	CO2	RATING
1.2TSI Trendline	282 500	81	175	10.7	192	5.1	117	6/10
1.4TSI Comfortline	325 200	92	200	9.9	200	5.4	125	6/10
1.4TSI Comfortline auto	340 700	92	200	9.9	200	5.2	121	6/10
2.0TDI Comfortline	343 700	81	250	10.5	190	4.6	120	7/10
2.0TDI Comfortline auto	359 200	81	250	10.5	190	4.6	120	7/10

EURO NCAP: n/a L: 434cm W: 181cm H: 158cm Boot: 500 litres Fuel Tank: 50 litres

## Touran

A dull-but-capable MPV in a marketplace where that's pretty much all you need. Essentially it's a Golf with seven seats.



	PRICE	VW	Non	0-100	km/h	L/100km	CO2	RATING
1.2TSI Trendline	303 500	77	175	11.9	185	6.4	149	5/10
2.0TDI Trendline	328 500	81	250	12.1	185	5.4	144	6/10
2.0TDI Trendline auto	344 000	81	250	12.1	183	5.7	149	6/10
1.4TSI Highline	349 500	103	220	9.5	202	6.8	159	5/10



## Amarok

Great looking, the best interior in the business and good to drive. Frugal too.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
2.0TDI	274 700	103	340	182	10.2	182	7.6	189	6/10
2.0TDI 4Motion	328 700	103	340	182	10.2	182	7.6	189	6/10
2.0TDI Trendline	352 900	103	340	182	10.2	182	7.6	189	6/10
2.0TDI Trendline 4Motion	402 900	103	340	182	10.2	182	7.6	189	6/10
2.0TDI Trendline 4Motion double cab	430 100	132	400	183	8.0	211	6/10		6/10
2.0TDI Trendline	424 900	103	340	182	10.2	182	7.6	189	6/10
2.0TDI Trendline 4Motion	475 900	103	340	182	10.2	182	7.6	189	6/10
2.0TDI Highline	454 700	132	400	184	7.9	208	7/10		7/10
2.0TDI Highline auto	472 200	132	400	184	8.2	216	7/10		7/10
2.0TDI Highline 4Motion	505 700	132	400	183	8.0	211	7/10		7/10
2.0TDI Highline 4Motion auto	523 200	132	400	183	8.3	219	7/10		7/10

EURO NCAP: n/a L: 518/525cm W: 194cm H: 183cm  
Boot: n/a litres Fuel Tank: 80 litres

## Scirocco

Still great looking, but now resting on a platform two generations behind the Golf. Minor facelift isn't enough to disguise this.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
1.4TSI Highline	358 500	118	240	160	6.6	154	6/10		6/10
2.0TSI Sportline	422 900	155	280	163	7.5	174	7/10		7/10
R	489 300	188	350	167	8.0	187	8/10		8/10

EURO NCAP: n/a L: 426cm W: 181cm H: 140cm  
Boot: 312/1006 litres Fuel Tank: 55 litres

## Passat

The driver likes to pretend he's an executive when in truth he's a rep that's made his monthly bonus. Fine car, though.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
1.8TSI Comfortline	368 000	118	250	160	6.9	160	6/10		6/10
1.8TSI Comfortline auto	383 000	118	250	160	7.0	162	6/10		6/10
2.0TDI Comfortline	386 700	103	320	147	5.2	147	6/10		6/10
2.0TDI Comfortline auto	401 700	103	320	147	5.2	147	6/10		6/10

EURO NCAP: n/a L: 477cm W: 182cm H: 147cm  
Boot: 565 litres Fuel Tank: 70 litres

## CC

Facelifted CC has dropped the Passat name, but not the underpinnings. Cheap, able alternative to the Merc CLS.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
1.8TSI	418 400	118	250	165	7.1	165	6/10		6/10
2.0TDI	482 000	130	380	182	5.2	137	7/10		7/10
2.0TSI	483 700	155	280	182	7.3	182	7/10		7/10
3.6 V6 4Motion	544 400	220	350	215	6.3	215	8/10		8/10

EURO NCAP: n/a L: 477cm W: 182cm H: 147cm  
Boot: 565 litres Fuel Tank: 70 litres

## Tiguan

A baby SUV that's more of a family car than a rough 'n' tough off-roader. Destined for the school run, and why not?



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
1.4TSI 90kW Trend&Fun	334 900	90	200	164	6.5	152	6/10		6/10
1.4TSI 118kW Trend&Fun	367 500	118	240	164	6.7	156	6/10		6/10
1.4TSI 118kW Trend&Fun auto	383 000	118	240	164	7.1	164	6/10		6/10
2.0TDI Trend&Fun	358 900	81	280	174	5.3	139	6/10		6/10
2.0TDI 4Motion Trend&Fun	424 500	103	320	172	6.5	172	6/10		6/10
2.0TDI 4Motion Track&Field	449 500	103	320	172	6.5	172	6/10		6/10
2.0TDI 4Motion Sport&Style	463 500	103	320	172	6.5	172	6/10		6/10
2.0TSI 4Motion Sport&Style	485 500	155	280	205	8.8	205	5/10		5/10

EURO NCAP: n/a L: 443cm W: 181cm H: 170cm  
Boot: 470/1510 litres Fuel Tank: 60 litres

## Kombi/California Beach/Caravelle

No longer the popular people carrier of yore, it's become expensive, but at least with luxury to match.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
Kombi									
2.0TDI 75kW SWB Trendline	458 100	75	250	179	157	7.2	180	5/10	5/10
2.0TDI 75kW LWB Trendline	467 100	75	250	179	157	7.2	180	5/10	5/10
2.0TDI 103kW SWB T-line auto	488 200	103	340	147	172	8.0	211	6/10	6/10
2.0TDI 103kW SWB C-line	532 000	103	340	142	173	7.5	188	5/10	5/10
2.0TDI 103kW SWB C-line auto	549 500	103	340	147	172	8.0	211	6/10	6/10
2.0TDI 103kW LWB C-line	540 000	103	340	142	173	7.5	188	5/10	5/10
2.0TDI 103kW LWB C-line auto	557 500	103	340	147	172	8.0	211	6/10	6/10
Caravelle									
2.0BITDI	671 800	132	400	114	191	7.8	206	5/10	5/10
2.0BITDI auto	690 300	132	400	113	191	8.1	214	5/10	5/10
2.0TDI 4Motion auto	722 800	132	400	121	188	8.8	233	5/10	5/10
California Beach									
2.0BITDI 4Motion	696 300	132	400	114	191	8.4	221	6/10	6/10
2.0TDI 4Motion auto	714 800	132	400	121	188	8.8	233	6/10	6/10

EURO NCAP: n/a L: 443/489cm W: 190cm  
H: 170/197cm Boot: 121/1913/5800 litres Fuel Tank: 80 litres

## Touareg

If a large SUV can ever be as inoffensive, this is it. Shares much with a Porsche Cayenne, except the price. And image.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
V6 Elegance	723 900	206	360	7.8	228	10.9	259	8/10	8/10
V6 TDI Luxury	808 400	180	550	7.8	218	7.2	189	8/10	8/10
V6 TDI Escape	834 400	180	550	7.8	218	7.3	193	7/10	7/10
V8 TDI Executive	1 010 400	250	800	5.8	242	9.1	239	7/10	7/10

EURO NCAP: n/a L: 480cm W: 194cm H: 173cm  
Boot: 493/1555 litres Fuel Tank: 100 litres

## VOLVO

### TopGear on Volvo:

Far removed from Volvos of old, and far more than just boxes on wheels. Even though they are boxy.

## V40

Volvo finally pulls its finger out and gets serious about the premium hatchback. We actually want one of these.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
T3 Essential	315 100	110	270	8.8	210	5.4	125	7/10	7/10
D2 Essential	320 400	94	270	11.9	180	3.8	94	8/10	8/10
T4 Excel	368 000	132	270	7.7	225	5.5	129	8/10	8/10
T4 Excel auto	384 400	132	270	8.5	225	6.2	144	8/10	8/10
D3 Excel	396 700	110	350	9.3	205	5.2	136	7/10	7/10
D4 Excel	409 700	140	400	7.2	230	3.5	106	8/10	8/10
T5 Excel	427 500	180	350	6.3	240	5.9	137	8/10	8/10

EURO NCAP: n/a L: 437cm W: 178cm H: 142cm  
Boot: 335/1032 litres Fuel Tank: 52/60/62 litres

## V40 Cross Country

The Scandinavian hatch gets the rubber and stilt treatment. We approve.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
T4 Essential	367 700	132	270	7.7	210	5.5	129	6/10	6/10
T4 Essential auto	388 200	132	270	8.5	210	6.1	143	6/10	6/10
D3 Excel	413 100	110	350	9.3	200	5.2	137	7/10	7/10
D4 Excel	434 700	140	400	7.5	210	4.3	112	7/10	7/10
T5 AWD Excel	470 100	180	350	6.1	210	6.4	149	7/10	7/10

EURO NCAP: N/A L: 437cm W: 178cm H: 146cm  
Boot: 335/1032 Fuel Tank: 57/60/62 litres

## S60

At last, a BMW 3 Series rival that's actually a 3 Series size. Good engines, nice interior, but no 3 Series to drive.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
T3 Essential	361 800	110	240	9.4	205	5.5	129	5/10	5/10
T3 Excel auto	396 500	110	240	10.2	210	6.8	159	6/10	6/10

T4 Excel	407 900	132	270	8.3	225	5.8	134	6/10	6/10
T4 Excel auto	428 400	132	270	9.0	225	6.8	159	6/10	6/10
D4 Excel auto	458 200	133	400	7.4	230	4.2	109	6/10	6/10
T5 Excel	491 500	180	350	6.3	230	6.0	139	6/10	6/10
D5 Elite	526 700	158	440	7.8	230	5.9	154	6/10	6/10
T6 Elite	556 000	225	400	6.9	230	6.4	149	6/10	6/10
T6 AWD R Design	589 900	242	480	5.7	250	9.9	231	6/10	6/10

EURO NCAP: n/a L: 463cm W: 186cm H: 148cm  
Boot: 380 litres Fuel Tank: 68 litres

## V60

Estate version of the S60, only Volvo insists its not actually an estate, but a 'sportswagon'. It's an estate, Volvo.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
T3 Excel	413 500	110	240	10.4	205	7.2	167	6/10	6/10
D4 Excel	468 900	133	400	7.6	225	4.3	112	7/10	7/10
T5 Excel	504 400	180	350	6.4	230	6.2	144	6/10	6/10
D5 Elite	538 800	158	440	7.7	230	6.2	162	6/10	6/10
T6 Elite	568 200	225	400	6.0	230	6.7	157	7/10	7/10
T6 AWD R Design	612 600	242	480	5.8	250	10.2	237	6/10	6/10

EURO NCAP: n/a L: 463cm W: 186cm H: 148cm  
Boot: 430-692 litres Fuel Tank: 68 litres

## V60 Cross Country

Confusingly good compromise between V60 and XC60. More gravel road capable than the former. Cheaper than the latter.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
D4 AWD Momentum	499 900	140	420	8.9	205	5.7	149	7/10	7/10
T5 AWD Momentum	533 500	187	360	7.1	210	8.5	169	6/10	6/10

EURO NCAP: n/a L: 463cm W: 186cm H: 155cm  
Boot: 430-692 litres Fuel Tank: 68 litres

## XC60

Mid-size SUV stuffed with health and safety kit. It should come in fluoro yellow with a loud hailer as standard.



	PRICE	LW	W	H	0-100	km/h	L/100km	CO2	RATING
D4 Essential	551 800	133	400	8.5	210	4.7	124	6/10	6/10
T5 Essential	547 300	180	350	7.2	210	6.7	157	6/10	6/10
D5 AWD Excel	623 400	158	440	8.3	205	6.4	169	7/10	7/10
T6 Excel	629 300	225	400	6.9	210	7.3	169	7/10	7/10
T6 AWD R Design	706 300	242	480	6.6	210	10.7	249	6/10	6/10

EURO NCAP: n/a L: 463cm W: 189cm H: 171cm  
Boot: 495/1455 litres Fuel Tank: 70 litres

## XC70

Close your eyes and think of a Volvo. And here it is, the 2





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195/50/16" - Sava - R540	195/50/16" - Dunlop - R620	195/50/16" - Pirelli - R740	195/50/16" - Yokohama - R680	195/55/16" - Dunlop - R680	195/60/16" - Pirelli - R750	195/60/16" - Dunlop - R670	195/65/16" - Dunlop - R640	205/60/16" - Dunlop - R730
195/55/16" - Yokohama - R680	195/60/16" - Pirelli - R750	195/60/16" - Dunlop - R670	195/65/16" - Dunlop - R640	205/60/16" - Dunlop - R730				

#### 17" & 18" TYRES

205/45/16" - Kenda - R740	205/40/17" - Sava - R595	205/40/17" - Dunlop - R695	205/40/17" - Pirelli - R995	205/40/17" - Yokohama - R895	215/45/17" - Kenda - R780	225/45/17" - Accelera - R895	225/45/17" - Yokohama - R1150	235/45/17" - Wanli - R995
215/45/17" - Kenda - R780	225/45/17" - Accelera - R895	225/45/17" - Yokohama - R1150	235/45/17" - Wanli - R995					
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 <p><b>Camtec CT-USB160</b> Media Player with USB &amp; Front Aux R295</p>	 <p><b>Paramount Mp3 Cd</b> Front Loader with USB &amp; Front Aux R595</p>	 <p><b>Targa TG-DV465</b> DVD/Cd Front Loader with USB R695</p>	 <p><b>Sony CDX-GT320MP</b> Mp3 Front Loader with Front Auxiliary input R695</p>	 <p><b>Pioneer DEH-X1750</b> Mixtrax with USB &amp; Front Auxiliary R795</p>	 <p><b>Sony CDX-GT1150u</b> Mp3 Front Loader with USB "Carbon Design" R895</p>
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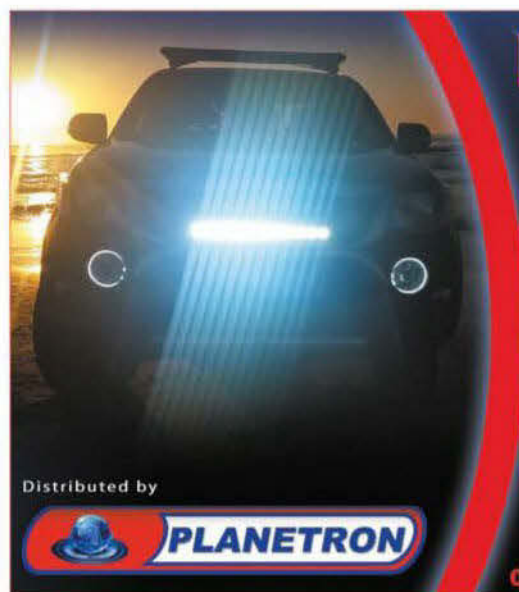
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- Return Economy Class flights from Johannesburg on Singapore Airlines or similar
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### FRIDAY, SATURDAY & SUNDAY

Bay Grandstand  
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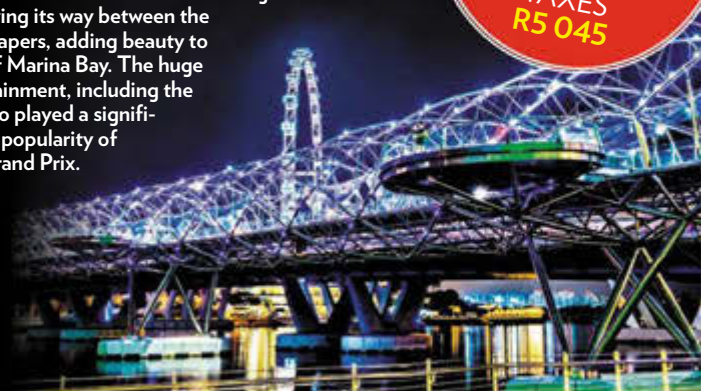
Esplanade Waterfront Grandstand  
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### RACE TICKET:

Singapore race tickets are sold separately

The Formula 1 Singapore Grand Prix is a spectacular night race run on the streets of Marina Bay in downtown Singapore. The circuit is lit by thousands of powerful floodlights and is a mix of high-speed straights and bumpy slow corners, making it a real challenge for the drivers as they weave their way between the barriers. The event has enjoyed huge success since its first edition back in 2008. The circuit lights create a brilliant strip, carving its way between the water and the city's skyscrapers, adding beauty to the picturesque scenery of Marina Bay. The huge variety of off-track entertainment, including the post-race concerts, has also played a significant part in increasing the popularity of this fresh and sparkling Grand Prix.

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## 2015 Formula 1 Brazilian Grand Prix, 13 to 15 November 2015

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The Brazilian Grand Prix is the Formula One championship race currently held at the Autódromo José Carlos Pace in Interlagos, a district in the city of São Paulo, Brazil. This circuit is very unusual, as it is one of the few circuits that run anticlockwise; and its bumpy surface makes this challenging 306km a one-of-a-kind race. The Grand Prix weekend in Brazil is filled with a carnival and festive atmosphere in which motor sport is celebrated. This is definitely an action-packed weekend, with practice and qualifying sessions taking place on Saturday, and the Grand Prix on Sunday – as well as many festive activities in Brazil's beautiful and biggest city, São Paulo.

### PRICE INCLUDES:

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- Breakfast daily
- Return circuit transfers on Saturday and Sunday
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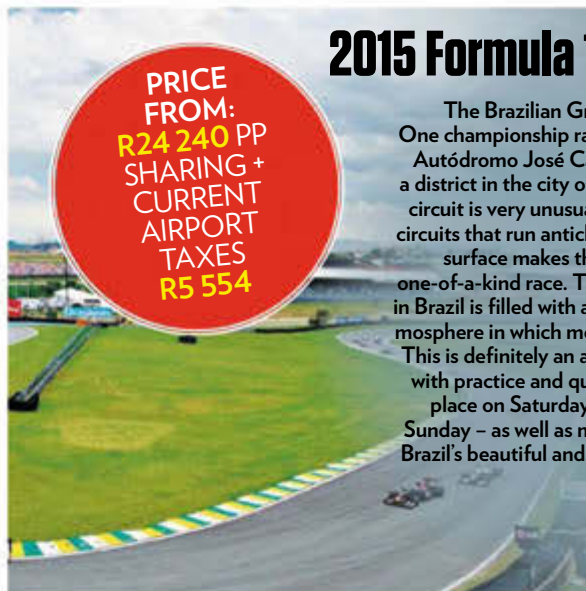
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Grandstand Sector A  
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Brazilian race tickets are sold separately.



## 2015 Formula 1 Abu Dhabi Grand Prix, 27 to 29 November 2015

### PRICE INCLUDES:

- Return Economy Class flights from Johannesburg on Etihad Airways or similar
- 3 Nights in 4-star accommodation in Abu Dhabi
- Breakfast daily
- 2-Day Abu Dhabi Hill tickets inclusive of after-race concerts
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- Lanyard and protective earplugs

The Formula 1 Etihad Airways Abu Dhabi Grand Prix has fast established itself as one of the most spectacular races on the F1 calendar. Hosted at Yas Marina Circuit since its inauguration in 2009, the race is among the latest additions to the Formula 1 calendar and has rapidly grown in popularity to become one of the most anticipated annual racing events. As the only twilight race on the calendar, fans can experience the magic of a day-night race in a marina track setting.

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